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TAKING IT EASY

Here's one to get your day off to a good start. Two nurses were treating a notoriously unhygienic patient for a burst vein in his stomach. One of the nurses suddenly screamed as she changed the man's dressing. The other nurse turned around and saw (much to her horror) maggots crawling down his chest. Apparently, the maggots had been breeding between the man's teeth, and when the dressing came off his stomach, they smelled the open wound and decided to go for a feed farther down his body.

While I'm on the subject of health, a routine X-ray of a man revealed that his stomach was full of pebbles. He said he'd lost an arm in a childhood accident and had eaten a plate of pebbles every day to combat depression. Although he'd been doing this for 40 years with no apparent ill effects, doctors warned him that he risked blocking his intestines. But the man disagreed, insisting that he would become ill if he stopped eating pebbles.

This one hurts even to think about, but I do want to share it with all of you. A man with cuts on his penis walked into an emergency room complaining that his wife had "a rat in her pussy" which bit him during sex. An examination revealed a surgical needle left inside the woman during a recent operation.

Here's a strange twist. Some tribes in Yemen routinely kidnap tourists and hold them for days (though treating them well), filling them with propaganda, and finally offering them to the government in exchange for political concessions such as new road construction. The speaker of the Yemen parliament said, "Kidnapping is part of tourism. The tourist will end up learning about the customs of the tribes, as well as their good hospitality." (I think I'll cancel my vacation in Yemen.)

This robber went into a convenience store for a quick money fix. He cleaned out the till and then got in his getaway car for a speedy exit. But wait! The car wouldn't start so he went back inside the store, apologized to the clerk, and gave the money back in exchange for a jump start. The clerk started the car and then called the police.

Make sure you get a good recommendation and check out his/her license before trying a new dentist. A woman dentist was charged with practicing dentistry without a license, based on a complaint from a patient who was referred to her because she was "cheap." Seems this guy went to her with a toothache, but she extracted the wrong tooth. Surprisingly, he went back to her with another problem, and she said that one of his teeth was too big for his mouth. She then proceeded to remove it, file it down, and put it back with Krazy Glue!

Here's a weird one. A piece of stolen railroad machinery was found with freshly vomited spaghetti on the casing. The cops inquired at a local restaurant that had run a spaghetti special the night of the burglary and got a description of the robber.

An Armenian-American couple decided to get married, and they wanted a big Armenian wedding. One of the guests filed a lawsuit when a traditional Armenian custom went awry. Seems the groom was tossed in the air by some of the dancers who were very inebriated—so much so that they tossed him too far, and he landed on the guest who wasn't even on the dance floor at the time.

Here's yet another case illustrating how your tax dollars are put to use. Here are the requirements of a police department when a squad car needs a new tire. The officer must fill out a Tire Replacement Request form and send it to the Tire Integrity Unit, go pick up a tire at a city vehicle maintenance facility, take it to a city approved vendor to have it put on, take the old tire back to the police garage, and have the precinct commander sign the Tire Replacement Request form certifying that the new tire is actually on the car. In 1995, the last year for which figures were available, the police department payroll during tire-changing was nearly $500,000.

A man hobbled into the hospital complaining of a permanently erect penis. When questioned by doctors, the man said he had just returned from a holiday in Cuba where he had spent most of his time in brothels. In one of them he had been sold some erectile cream to help keep him hard. He had been warned to use it sparingly, but because he was enjoying himself so much, he kept spreading on more and more. By the time he reached the hospital, all of the blood vessels in his dick were swollen, and his testicles had ballooned in size. Doctors couldn't do anything for him except prescribe painkillers and explain to him that his penis would return to flaccidity within a few days. They also told him to enjoy the erection while it lasted because the damage to the blood vessels was so bad that he would never have one again.

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ENTERTAINMENT FOR ADULT BIKERS • NUMBER 297 • MARCH 1998
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Cover photo of tantalizing Tina-Marie on Performance Machine's Dyna Glide custom by Raiko Hartman.

FEATURES

Ridin' With Lady Luck: Chuck Ricker hits the jackpot with his custom rigid..........10

Good Ol' Yankee Ingenuity: Marc and Nancy Rowe sculpt an innovative H-D Fatsta..........19

Bolt-On Performance: Perry Sands' 1994 FXDWG converts the nonbelievers 56

Electra Ride: Cliff Lynn's passion is ignited by this '46 H-D FL restoration 78

Sugar Bear's Masterpiece: Jodi looks inviting on Norrell Walker's Special Construction..........92

Harley's Springer Softail: Associate Editors who have no life—on the next *Jerry* 145

READERS' RIDES

Hans Sollner's '82/'56 BMW chopper.....139

Ryan Alosio's 1985 Special Construction...140

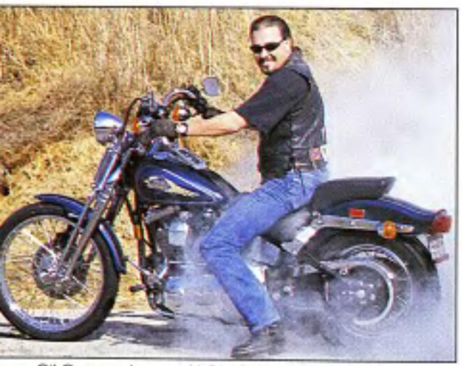
Robert Peters' 1976 FLH 141

Phil Piper's rigid Shovelhead 142

Halloween antics at Biketoberfest, page 41.

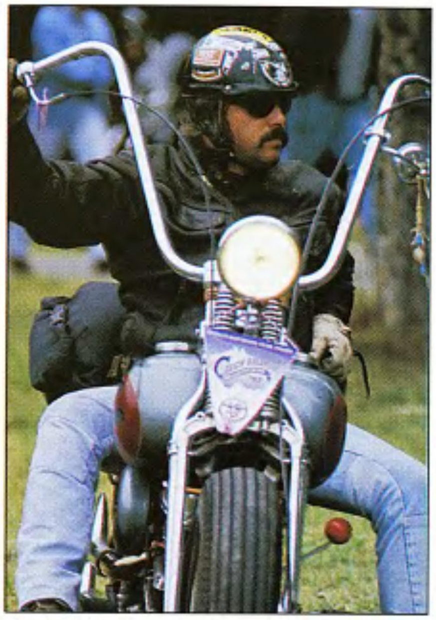
Life is sweeter In The Wind, page 69.

Eye-popping T&A, page 54.



Oil Can smokes on H-D's Springer, page 145.

terview with Texas' spiritual leader, page 65.



Postcards from the Czech Rally, page 87.

FICTION

Flashback fiction by Jim Houck....................112

OFF-THE-WALL

Eye Strain From The Great White North: Trash gets "burned" in B.C......................54

Sputnik: One on one with the Lone Star state's helmet repeal advocate.................65

Stranger Than Real: Ten things a biker would never say....................................110

EVENTS

Biketoberfest: Partyin' away on the day of the dead and bloated..............................41

Daytona Bike Week '98: Our all-inclusive guide to bikes, beer, and babes...............49

Czech Bike Rally: H-D's oldest club hosts this summertime celebration.....................87

SERVICE DEPARTMENT

Charge It, Part One: Tips for trouble-shooting your charging system................................129

Ya Gotta Go With The Flow: S&S boosts your velocity by 15 percent 132

V2+2: Shorty's 160-cubic-inch 4-cylinder Harley Hybrid 136

COLUMNS

Spider..3

Short Strokes..29

Rip's Run...102

DEPARTMENTS

Wordmonger..6

Parts Box..16

Easynews..25

Hall Of Fame 26

What's Happening 34

Passin' Gas...36

Sweepstakes Winner................................40

In The Wind...69

Fox Hunt 82

Fox Hunt winner Jodi 92

Bikers Bulletin Board.............................120

Tech Letters..134

The next issue goes on sale February 24, 1998.

Printed in the USA.

Easyriders® magazine ISSN 0046-0990 Number 297, March 1998, Vol. 28. **Easyriders**® is published monthly by Paisano Publications, Inc., with corporate offices at 28210 Dorothy Drive, Agoura Hills, California 91301-2693, (818) 889-8740. Editorial mailing address is P.O. Box 3000, Agoura Hills, CA 91376-3000, (818) 889-8740, FAX: (818) 889-1252. **Web site: http://www.easyriders.com.** Periodicals postage paid at Agoura Hills, California 91301-2693 and at additional offices. Copyright ©1997 by Paisano Publications, Inc. All rights reserved. Nothing may be reproduced without the prior written permission of the publisher. Anything to do with the editorial content, letters to the editor, poison pen letters, threats of violence, love letters, dirty pictures, propositions, goodies, and editorial contributions should be sent to this address. All rights in letters sent to **Easyriders** will be treated as unconditionally assigned for publication and copyright purposes and as subject to **Easyriders**® unrestricted right to edit and comment editorially. Good photos, art, and manuscripts are welcomed, but they must be exclusive. All contributions must be accompanied by a stamped, self-addressed return envelope. Although we try our damnedest to take care of unsolicited material, **Easyriders**® magazine cannot be responsible for damage to same in mails, nor does it assume responsibility or safety of artwork, photographs, or manuscripts. Subscriptions: All correspondence regarding subscriptions or subscription complaints and changes of address must be addressed to **Easyriders**® Subscription Department: P.O. Box 469054, Escondido, CA 92046, (888) 805-5999 (8:30 a.m.-5 p.m., PST). One year: $39.95; two years: $70.95 in the U.S. and its possessions. All foreign and Canadian orders, add $12.00 per year (U.S. funds only). Single copy: $4.99. POSTMASTER: Send address changes to **Easyriders**, P.O. Box 469054, Escondido, CA 92046. Advertising: **Easyriders**®, P.O. Box 3000, Agoura Hills, CA 91376-3000, FAX: (818) 889-4726. Printed in the USA. **The publisher is exempt from the record keeping requirements and disclosure statements mandated by 18 U.S. Code §2257 (a) through (c) and the pertinent Regulations, 28 C.F.R. Ch. 1, part 75, since all of such material falls within the definition of exempted material set forth in §75.7 (a) (1-3) of the pertinent Regulations.**

The Audit Bureau

WORDMONGER

He's In Love

Silver Bullet and Nancy Haggert (Nov. '97). Jesus H. Christ!!! The bike. The girl. Shit!!

Rourke's BD3, Silver Bullet, and Nancy all in one year. Damn! I'm gonna learn to work iron and join local #86. I'm in love.

Jed Fox
Lawton, Oklahoma

A Rebuttal

I just finished reading the letter from M.C. (in Ireland) in the November '97 issue and have to say I was amazed. I've lived in County Clare since 1984 and have been riding, minus the lid, almost the whole time.

The only secret is that you have to be willing to fight for your rights. I've ridden as far north as Galway, and no one even asked where my helmet was. I went to court only one time several years ago. I was found guilty in District Court and appealed to the Circuit Court where the probation act was applied. I was told that because I wasn't fined, in essence, I won and could not appeal further even though I was convicted. Since then I found this was the wrong advice, and I'll be riding my bike for the Harley weekend October 25-26. The ride will be minus the lid, and I'll fight my own case in court.

My argument is simple: If the Irish government can't prove I'm safer wearing a helmet than not wearing one (they can't, believe me), then they have no right to require me to wear one.

If any bikers in Ireland (or anywhere else) want me to handle their court cases, speak to their clubs, or any other organizations, and are willing to pay my expenses, I'll be glad to share all my information. And wherever I go, I'll ride minus the lid.

Mike Maher
County Clare, Ireland

Needs Help

Recently my ol' man and I purchased a dune buggy made from an old squareback VW. The motor and frame are in decent shape, and we have access to several bike frames. Our problem is that we're not quite sure how to put it all together. We have a vague idea but need detailed instructions and blueprints. If anyone out there could provide us with this info, we'd sure appreciate it.

You guys do a great job. *Easyriders* is the only magazine I've ever been able to read cover to cover.

I'd also like to take this opportunity to thank the organizers of the End of Summer State Line Rally in Keosauqua, Iowa, held the second weekend in September. We attend every year and always have a good time.

Peggy Lane
RR #2 Box 164A
Keosauqua, IA 52565

Write to Brothers of the Third Wheel, P.O. Box 10400, Moline, IL 61266.

A Happy Development

After a breathtaking run along Rt. 6 in northern Pennsylvania, to an equally wondrous display of antique motorcycles in Harmony, N.J., to a heart-stopping hill-climb in Freemansburg, Pa., to a fabulous time in West Virginia, to a trip to the H-D final assembly plant in York, Pa., my boyfriend and I pulled into June Jam '97 at Buckeye Lake, Ohio, on his '70 Shovel. What we were about to find out is that this is one of the best parties in the central U.S.

I had snapped some photos along this magic carpet ride, and with the film almost spent, I set my camera down so I could go dance. After the blur of good friends, righteous music, and everything else at a biker blast, I noticed my trusty, $15 pawn shop "memory preserver" was missing.

We pulled up stakes and on the way out, I left my name and number with the folks at the gate, in case someone turned it in.

Back to home and work, I was still sad about the lost photos. Then the phone rang. It was Debbie from ABATE of Ohio, Region 10. Someone *had* turned in my lost memories, and a few days later, the package arrived. I developed the photos and could once again relive those glorious moments.

Thank you to whomever took the time to turn in my camera. Thanks also to "Father Time," Debbie, Toby (for keeping me out of trouble), and Big Al (my boyfriend who hauled me around behind him to all those great events).

Megan
Monroe, Michigan

Looking Everywhere

I've been looking everywhere for a pair of Foster Grant shades (Peter Fonda style). Does anyone, anywhere, know where I might be able to find some?

Motocross
Roanoke, Virginia

A Word From Moscow

What the hell is going on in Moscow? We have only one super expensive Harley-Davidson store in our big crazy city (bike boots are $500, leather vests $400, leather jackets $762, T-shirts $68). I'll never change my lifestyle and can't understand why I must wear a fuckin' Turkish vest with the Harley-Davidson label (the price is $75!).

Why can't I be your subscriber? Why?

Larissa
Moscow, Russia

→

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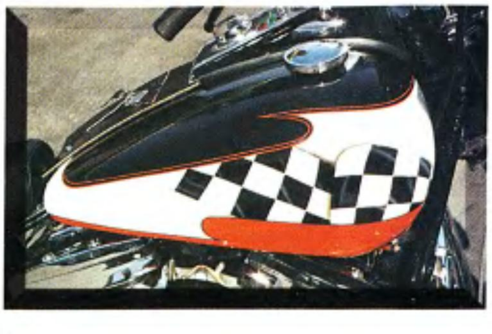

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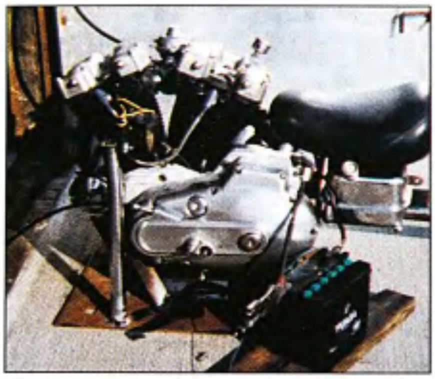

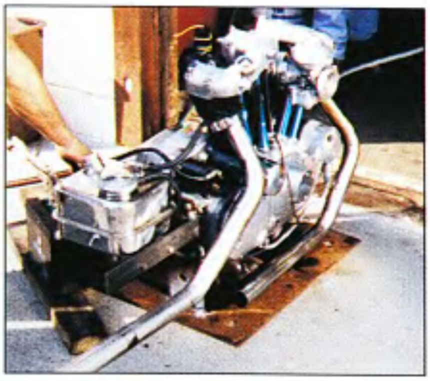

A True Test

Here are some photos of a recent basket case at my friend's bike shop, D&D Cycle of Eaton, Ohio. The engine is a '77 1000cc Sportster brought back in pieces in various suitcases from Germany by Paul Nieumayer of Parma, Ohio. The engine belongs to his brother who is still in Germany. There is no one over there who can work on a Sportster engine.

Doug, proprietor of D&D, reassembled the engine after doing a complete top end. (This included installation of a Bing carb. We had never heard of a Bing, but it looks like an upside-down SU.) After assembly, Paul was going to arrange to ship the engine back to his brother in Germany, but the word from his brother was that he wanted Doug to fire it up to assure everything was OK.

The pics show the test. In order to perform this, Doug had to fabricate a motor stand and hook up 12 volts, oil, and gas feeds, along with pipes. The test went well (was there any doubt?), and a week later Paul shipped the engine overseas.

Doug would like to thank those who helped carry and hold down the mill during testing: Fat Tommy, Frank, Just Bill, and Jim.

Regards from Ohio—still helmetless.

Woody VanKirk
Brook Park, Ohio

Hunks Wanted

As an avid H-D fan and reader of your magazine, I'm asking for a special issue with some hot, hunky Harley men instead of the usual babes who accompany those beautiful custom bikes. You know, we women like to ride and read too!

Lisa Day
Shedden, Ontario

Not in this century.

A Spur Says It All

Last night I was among bros true in heart and honor, and I was filled with pride and so much respect.

As I sat spinning my spur (which matches my ol' man's—he's given these to people he loves and respects), a bro out taking advantage of the nice fall weather saw the lights on and decided to stop. He was all decked out in his leathers like we all do when riding. But as I looked him over from his leather doo-rag to his leather chaps, my eyes locked on his single spur. A simple gift or symbol of freedom, honor, and pride, of a brother to brother who live as they walk, ride, and stand, side-by-side.

Little
Greentop, Missouri

Wants His Say

I've never written to a magazine before, but I never read one that I enjoy as much as *Easyriders*.

It wasn't until a year ago that I bought my second Harley. I was finally able to buy a '91 Ultra Classic Glide complete with a sidecar. I've been told by other bikers that I don't have a right to call myself a biker because I use three wheels.

The reason I have a sidecar is because I have Myotonic Muscular Dystrophy and have a little trouble holding up a full dresser using only my legs. If I could, I wouldn't use the sidecar, but I have no choice.

I wish you could tell some of the people out there to find out a little more about someone who uses an extra wheel before they start criticizing.

Well, I've had my say, and, once again, I do enjoy *Easyriders* and will keep my subscription active.

Les
Spencer, Indiana

Reply To Thumper

I read Thumper's letter (Nov. '97 issue) about the 1100 Sportster where he busted The Sheriff about these bikes being made in '86 and '87 and the '86 having a full front fender and the '87 a shorty front fender. Well, I've got an '87 1100 Sportster anniversary edition. Both fenders and the tank are in the cellar with all original paint. The front fender is a full one—not a shorty—so maybe Thumper should get off The Sheriff's ass. If Thumper can show me an '86 1100 Sportster, I'll show him an '87 1100 full front fender.

BooBoo
Royalston, Massachusetts

Have anything to say? Want to bug the staff about its mistakes? Want to give a well-deserved pat on the ... back? Poison pen letters, threats of violence, love letters, propositions, and demands for payment may be sent to Wordmonger, Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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DEALING WITH THE GAMBLING DEMON

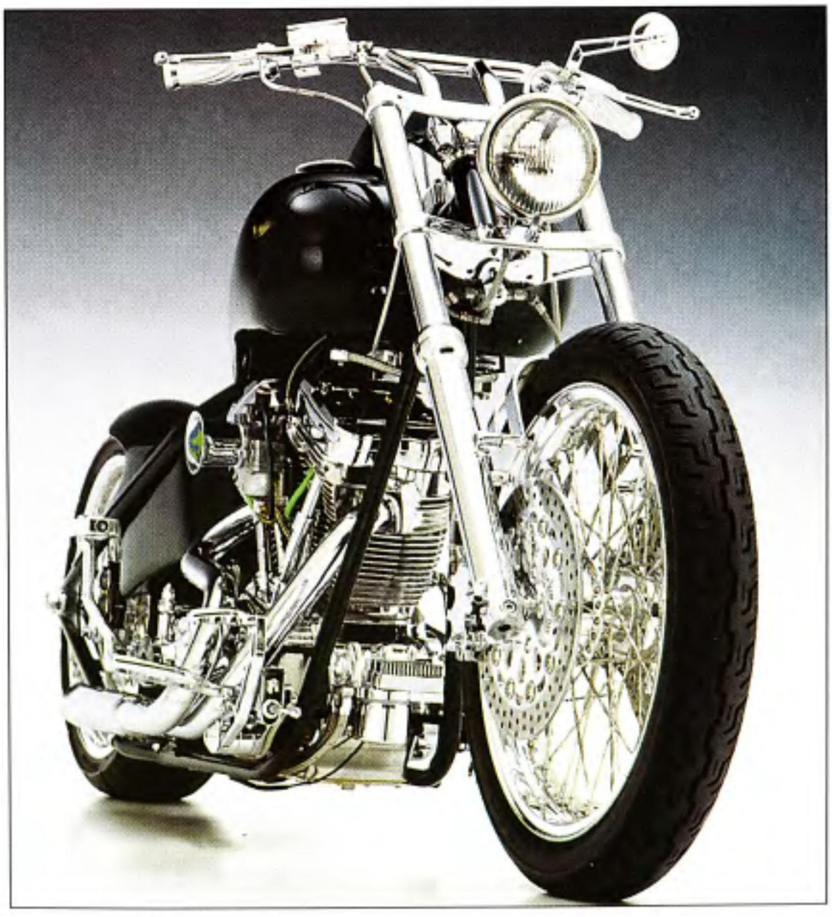
RIDIN' WITH LADY LUCK

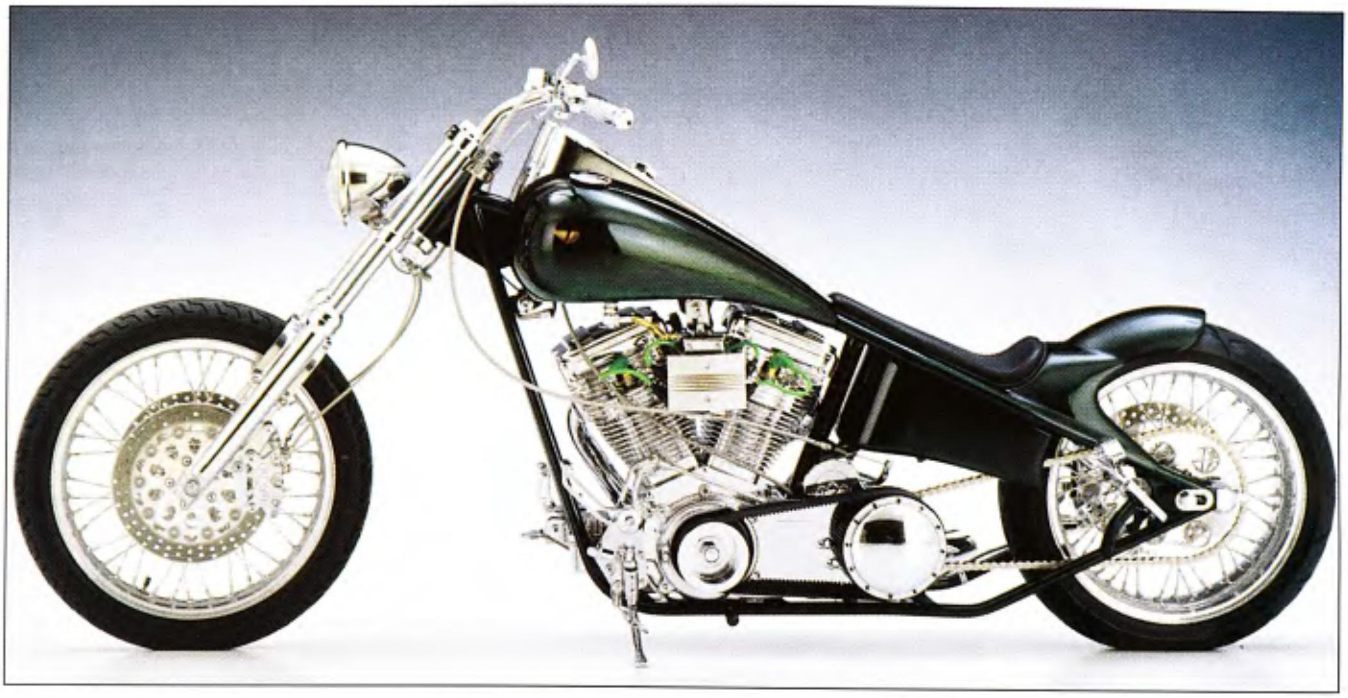
Whoever said gambling will lead you down the road of ruination never cashed his chips in for a new scoot. Chuck Ricker took the wages of sin and used them to create the almighty cycle you see here. →

"I felt like I died and went to heaven," said Chuck, when he first kicked over this 96-cubic-inch asphalt eater. "It took four years of poker, blackjack, and roulette at the Laughlin, Nevada, tables, but I finally got enough lucky bucks in my pocket to build my hot rod ride."

Chuck first saw the light when he was chuffing home from an annual Laughlin River Run a few years back, pushing the rev limit on his '81 Shovel. "Yeah, I thought I was moving along at a fair clip when all of a sudden my buddy blew by me like I was on a rocking horse. I decided right then that if I ever got the dough up, I'd build myself something that could keep up. Then I remembered I had $7,000 of the casino's money in my wallet and figured it was time to buy some parts."

But for the looks and performance Chuck wanted, this gamble wasn't going to get done with a one-trip bankroll. It took a lot more rolls of the dice to win a big-budget wad. After each trip



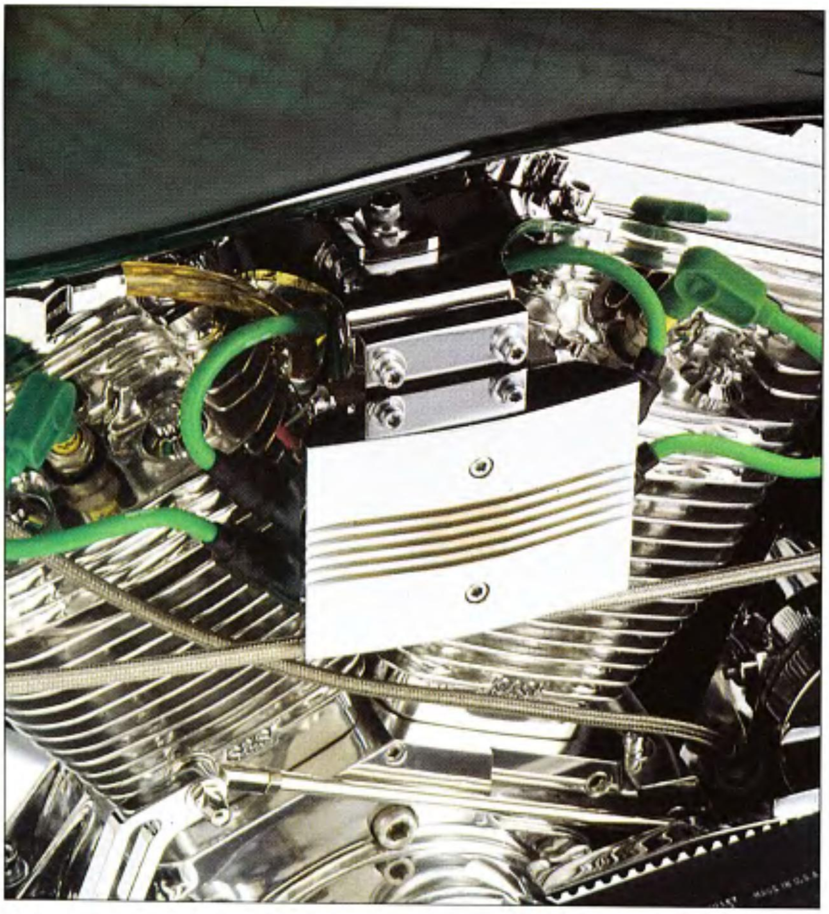


to Laughlin, Chuck bought more parts. The 44-year-old division supervisor at the Escondido, California, Transit Center hooked up with longtime buds, Anders Blomberg and Bob Musso, to wrench Chuck's ill-gotten gains into a go-fast machine.

Hanging around lumbering, diesel-belching buses all day can give a horsepower-starved guy a mighty appetite for something a lot more balls to the wall. It took a heap of easy money and a lot of old-fashioned hard work, but Chuck was happier than a pasties salesman in a titty bar when his dream ride finally rolled in reality.

But can the bike keep up now? "You know, I've gotten five speeding tickets on this thing, but the cops have never showed at the hearings so they were all thrown out. What's the odds of that? Shit, Lady Luck must be sittin' on my p-pad. The judge pointed a crooked finger at me and told me my luck would run out someday. Well, hell, I'll just keep playing that hand till the cards turn cold."

—*Chaco*



Owner: Chuck Ricker
City: San Marcos, California

General
Fabrication: owner/Anders Blomberg
Year/make: 1996 Harley-Davidson
Model: rigid
Assembly: owner
Chroming: North County Plating

Engine
Year/model: 1996 Evo
Rebuilder: Bob Musso
Ignition: Dyna single fire
Displacement: 96 cubic inches
Lower end: S&S
Pistons: S&S
Cases: Delkron
Heads: STD, bathtub chambered, polished and ported, oversized Black Diamond valves
Cam: S&S
Carb(s): S&S Super G (modified by Zippers Performance)
Pipes: Steve McClain
Modifications: dual plugs, S&S balancing, S&S lifters

Transmission
Year: 1981 case, '76 lid
Shifting: 4-speed
Modifications: Andrews close-ratio gears

Paint
Molding: Peter Palmen
Painter: Peter Palmen
Color/type: candy green/House of Kolor
Special paint: Gator skin by Rick Morgan

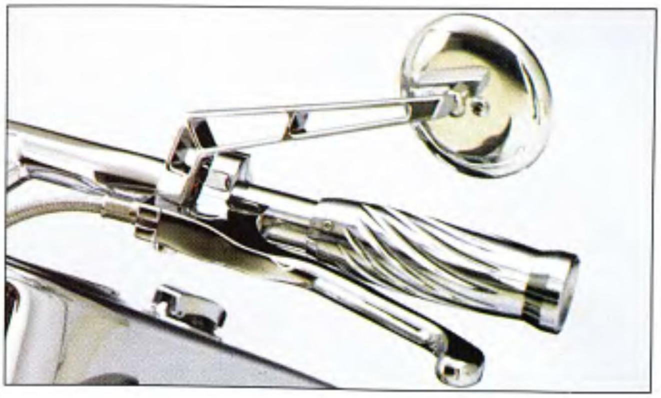
Frame
Year: 1996
Builder: Atlas
Type: rigid
Modifications: 38-degree rake, stretched 3.5 inches in front, 3 inches in rear

Accessories
Bars: Steve McClain
Risers: integral
Handlebar controls: Ness
Fender(s): Anders Blomberg
Headlight: Ness
Taillight: Ness
Speedo: H-D
Pegs: Performance Machine
Foot controls: Performance Machine
Electrics: owner
Gas tank: Anders Blomberg
Oil tank: Anders Blomberg
Oil system: S&S
Seat: Seville Upholstery
Mirrors: Aeromach
Grips: Ness

Forks
Type: 39mm FXR
Builder: H-D
Modifications: 2 inches under, Ness trees

Wheels
Front
Type: Akront
Size: 19-inch
Tire: Dunlop
Brake: Performance Machine
Rear
Type: Akront
Size: 18-inch
Tire: Bridgestone
Brake: Performance Machine

Photos: Raiko Hartman



Ness Frame Kits

This is the massive look unit with 1 1/4-inch cold rolled D.O.M. 1020 steel tubing. It features built-in bearing cups and fork stops. The swingarm pivot is CNC-machined with polished stainless steel inserts. Axle mounts include hidden axle adjusters for a sleek look. This frame features less engine offset than most wide drive frames, and they're available in 35-degree rake or stock rake with 2- or 5-inch backbone stretch. The list of modifications and accessories goes on, so call (510) 276-3303.

Clutch Kits

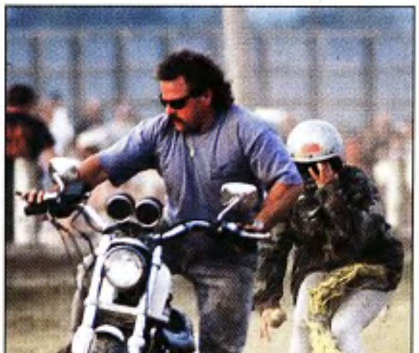
For our European brothers and sisters, here's a diaphragm spring conversion kit for the old-style clutch as used on 4-speed trannys. Because you can use parts from your original clutch, it's cheaper than buying a new one. It's made of 6082 aluminum with a minimum tensile strength of ... it's fuckin' strong. Drop a note to H-D Import Fryslân, Op é feart 1, 9012 DJ Raerd, The Netherlands; tel/fax 31-566-602152.

Fuel-Injected Performance

Drag Specialties is now distributing the Vance & Hines Fuelpak module for EFI models. This module lets you make fuel curve adjustments for idle, midrange, and top end and lets you know which has been selected with a multi-colored LED indicator. This gadget provides injected riders the freedom to add a pipe this week or a cam the next. For quick response see your nearest Drag Specialties dealer.

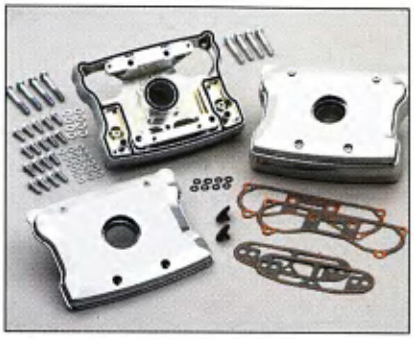
Bandit's T-Shirt

Sure another T. This one is from the Big Guy, a rendition of Bandit himself sportin' his Web site address (http://www.bikernet.com) and "Net To Ride, Ride To Net." Yeah, he forced me to run it, but I did get a free T in the process. To get yours, drop $15 in the mail, plus a buck for postage and handling to 5-Ball Inc., 2934 1/2 Beverly Glen Circle, Suite 410 Los Angeles, CA 90077.



New *Easyriders* Video Release!

Easyriders Video #35 is right around the corner with righteous coverage of the wildest parties in the nation. We headed to the heartland to film the weird goings-on at the Wetzel blowout, to California, for the Artistry In Ink Tattoo Show, then to Washington state for the Oyster Run. We also covered the *Easyriders* Grand National Rodeo in Chillicothe, Ohio. There's a cool interview with our own star photog Michael Lichter and a bunch of gorgeous gals and rockin' music. Don't miss it! On sale February 15. Call *Easyriders* Products: (800) 247-6246.



S&S Billet Rocker Covers

The largest builder of performance motors in the country is manufacturing its own distinctive rocker covers. They fit most engines that accept stock H-D big twin or Sportster rocker covers regardless of year. Umbrella valves are included to insure compatibility with crankcase and cylinder head venting. Accommodates .710 lift cams with S&S or OEM cylinder heads. For more information contact S&S Cycle, Inc., Dept. ER, 14025 County Hwy. G, Viola, WI 54664; (608) 627-1497.

Doss Ribbed Side Panels

Tighten up the looks of your Softail with chrome-plated, Doss-designed stamped steel. Fill in the gaps between the primary cover and the frame on the left side and the transmission end cover and the frame on the right. The kit includes the popular Doss Chrome starter cover (also available without), and will fit '89 to present models. Call (800) 729-3332 for your nearest Custom Chrome dealer.

Pag's Jump Jack

So you have your bike on a lift, on the bench, or on a platform and need to raise the rear? Or your bike is lowered to the ground and you can't find a jack that fits underneath it? Here's the one. Johnny's slim 3-inch tall jack will lift your sled 10 inches from the table without a problem. For more info get up off the deck and call Johnny Pag at (800) 716-7772. These puppies are also distributed by Drag Specialties.

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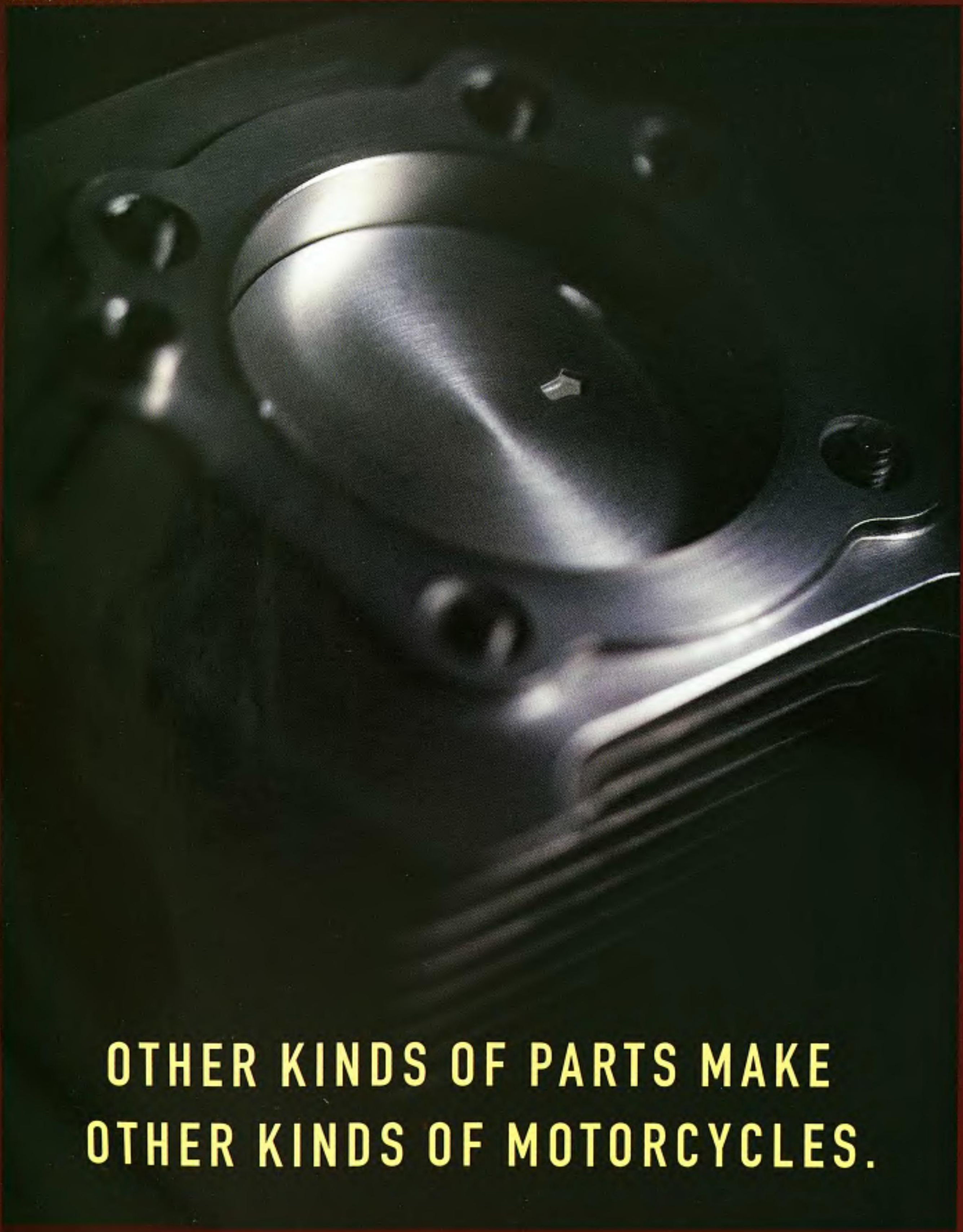

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GOOD OL' YANKEE INGENUITY
THE ROWE MACHINE

If you stop to think about it, there's never really been an industry in the entire history of mankind where so many have worked so hard to the benefit of so many others. In garages, kitchens, and more than a few living rooms scattered across the world, artisans from all walks of life are dreaming, innovating, and giving birth to ground-up custom creations reflecting their own individual visions and styles. →

FATSTA

FATSTA

In place of portrait brushes or sculptor's chisels these metal-molding Michelangelos wield socket wrenches and welding machines. Even better is the fact you don't frame this art—you ride it.

This awesome creative energy has spawned more styles and trends than are countable. You build what you like for an audience of one and to hell with anyone else's opinion of your vision. Most recently, following this course of setting new trends, a couple of clever Yankees have exposed the ground-up custom playground to even more riders.

Marc and Nancy Rowe operate the Rowe Machine Company in Seabrook, New Hampshire. Since some of their past clients include General Electric's aircraft engine division, you know they understand quality and craftsmanship. And because Marc and Nancy are both New Englanders, you know they also understand the values of thrift and ingenuity.

Put all those attributes together and you wind up with their innovative Fatsta frame, which blends the best of both the FXR and Sportster. Now the front of this frame will rubbermount any Sporty motor, while the rear will accommodate any FXR component. All the welds are heliarced and every gusset and tab is CNC'd as opposed to simply flame-cut.

Because the Sportster motor is both economical and readily available, Marc felt the Fatsta would better address the creative needs of entry-level riders or builders bound by budgets.

Rowe Machine also builds the swingarm, oil tank, and exhaust to go with the Fatsta frame. But, as you can see from this bike, Marc totally exploited his metal-working wizardry and one-offed a slew of additional parts to showcase his style.

But, hey, that's what building a custom from the ground up is all about. And even though Marc admits he maybe went a little overboard here and there, the very real bottom line is that the economics of bike-building have dramatically improved. For entry-level riders new to the sport, or inspired visionaries longer on imagination than inheritance, that's the best news of all.

—Southern Connection

Owner: ....Rowe Machine Company
City:............Seabrook, New Hampshire

General

Fabrication: ....Marc and Nancy Rowe
Year/make: ....1997 Harley-Davidson
Model: ....Fatsta
Assembly: ....Rowe Machine Co.
Chroming: ....Circle, Newburyport, Mass.

Engine

Year/model: ....1997 Sportster 1200
Rebuilder: ....not yet
Ignition: ....Crane Hi-4
Displacement: 1200cc
Lower end: ....stock
Pistons: ....H-D
Cases: ....stock
Heads: ....H-D
Cam: ....factory
Carb(s): ....Dyna Jet
Pipes: ....Rowe Machine
Modifications: ....Rowe Machine air cleaner

Transmission

Year: 1997
Modifications: ....none

Paint

Painter: ....Mike McCann
Color/type: ....ultra orange/bright
Special paint: ....graphics by Tom Howell

Frame

Year: 1997
Builder: ....Rowe Machine
Type: ....Fatsta
Shocks: ....Works Performance
Modifications: ....35-degree rake, 2-inch stretch

Accessories

Bars: ....Cycle Smith
Handlebar controls: ....Ness
Fender(s): ....Jesse James
Headlight: ....Ness
Taillight: ....American Legend
Speedo: ....Rowe Machine Co.
Dash: ....Rowe Machine Co.
Pegs: ....JayBrake
Electrics: ....Centek
Foot controls: ....JayBrake
Gas tank: ....Fat Katz
Oil tank: ....Rowe Machine Co.
Oil System: ....H-D
Seat: ....Mustang/Marc Rowe
Mirrors: ....Kruzen
Grips: ....JayBrake

Forks

Type: ....Boyd's
Builder: ....John Butera

Wheels

Front

Type: ....Boyd's
Size: 19-inch
Tire: ....Avon
Brake: ....Boyd's/Ness

Rear

Type: ....Boyd's
Size: 18-inch
Tire: ....Avon
Brake: ....Boyd's/Ness

Photos: ....Jim Bush Photography

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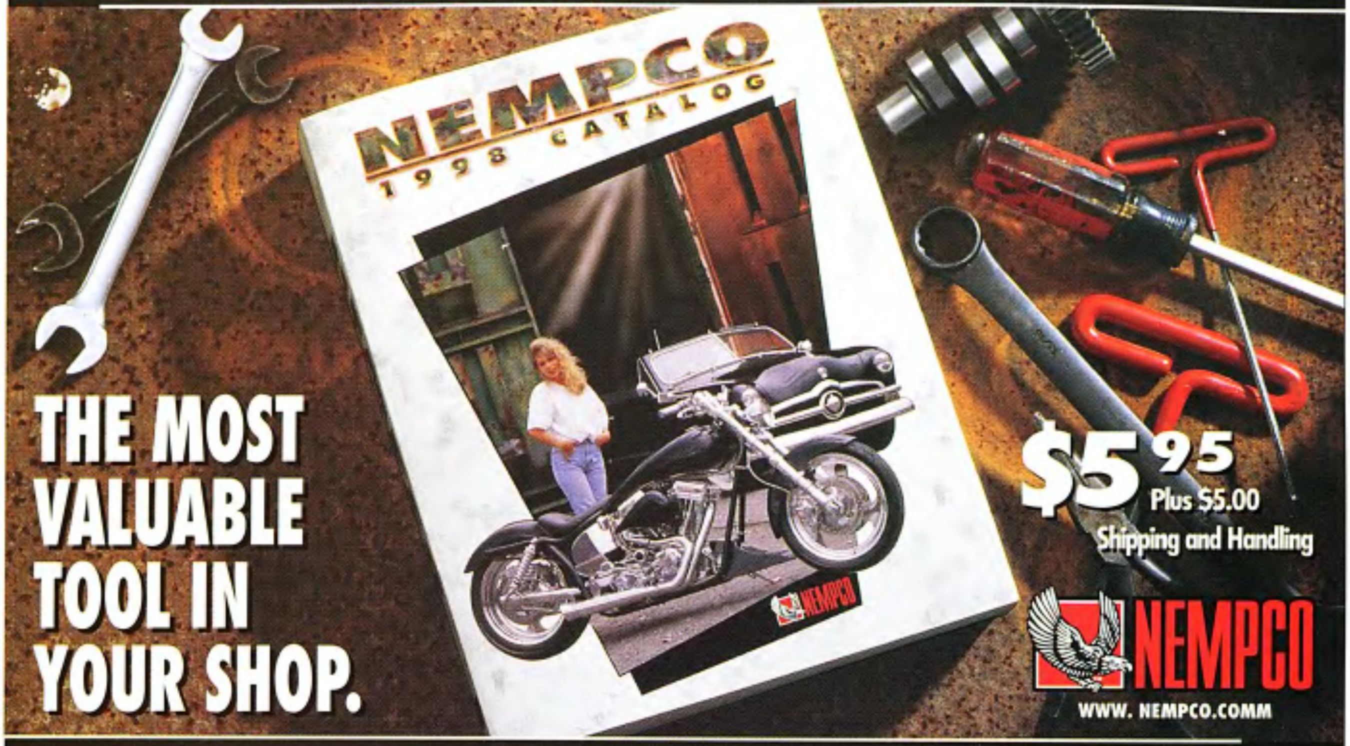

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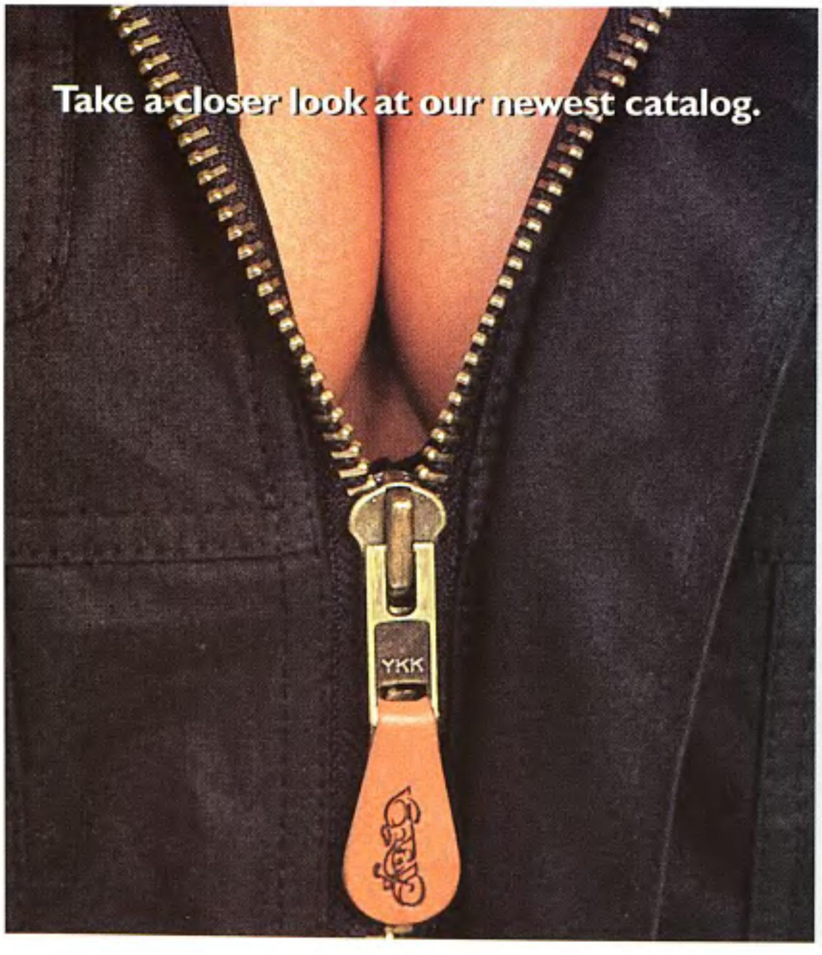

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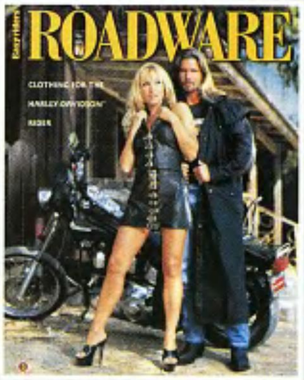

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IF YOU AIN'T RIDIN' YOU AIN'T LIVIN'

Senator Ben Needs Us

We don't have to tell you how important U.S. Senator Ben Nighthorse Campbell is to us bikers. It's enough to say that, no matter what state you live in, if you ride he's your representative in the United States Senate. The bad part is, unless you live in Colorado, you can't vote for him. However, no matter where we live, we can help defray the outrageous cost of running a Senate campaign. Some of the folks we talked to in Colorado put the cost at almost three million bucks.

With this in mind, some of the California bros looked around for a way to help. New York Myke, owner of San Diego H-D, came up with the idea of a fund-raiser during the Love Ride weekend and fired up the phone lines. He called us and *Easyriders* was in, then Oliver Shokouh, owner of Glendale Harley-Davidson and founder of the Love Ride, who has supported biker's rights for as long as I can remember, put his considerable weight behind the project, even paving the way for the party to coincide with his Love Ride party at the world famous House of Blues in Hollywood. Bill Bish, from ABATE of California, and Robbie Freeman, from the MMA, co-hosted the evening.

(L to R) *Quick Throttle* Editor Mike Osborn, Senator Ben Nighthorse, Mary Osborn, and *Easyriders* Editor Keith R. Ball

Friday night rolled around and Bandit, my wife, Mary, and I picked up the Senator at his hotel, got him mounted on NY Myke's red, white, and blue Republican Convention bike and headed off to Hollywood. We were met at the House of Blues by a huge crowd that was there to eat, drink, and enjoy a great party with our best friend in Washington, D.C. Ben thanked all who attended and pledged to continue his work and support for bikers everywhere. Anyone wishing to contact him can write to the Campbell Campaign, P.O. Box 480166, Denver, CO, 80248-0166.

We want to, once again, thank Senator Ben for all he's done.

—*Oz*

Harley-Davidson Cafe–Las Vegas

Hoards of celebrities showed up last September for the grand opening of the

Harley-Davidson Cafe in Las Vegas. Among the celebs in attendance were Burt Reynolds, Donna D'Errico, "Downtown" Julie Brown, Marlon Wayans, Shawn Wayans, Traci Bingham, Vicki Randle, Darius McCray, Angelica Bridges, Cheap Trick, Jon Voight, Craig Cheyusa, Bret Michaels, Cathy Lee Crosby, Stephanie Powers, and Carrot Top.

Reynolds donated various autographed parts of the "Cannonball Run" Harley-Davidson motorcycle during an official ceremony. The Vegas opening marks the second Harley-Davidson Cafe to open in the U.S. The first Harley-Davidson Cafe opened in New York City in 1993.

Photos: courtesy of Harley-Davidson

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SHACK OF SHAME
NATIONWIDE ENTERPRISE

On October 17, employees of the Nationwide Insurance Company in Harrisburg Pennsylvania, received a memo offering them a "casual dress day" for participating in a "phone blitz" against the state's helmet repeal bill. The memo, addressed to "All Harrisburg Service Center Employees", and sent from Dorrie Fritz, CAP chairperson, and Jim Hoffman, CAP co-chairperson, offered participants the opportunity to make the phone calls out of the company's conference room "Pittsburgh 2," between the hours of 9 and 11 a.m.

Dorrie Fritz refused to comment on the memo, but confirmed that it originated from her office. Amy Showalter, Civic Action Program manager from Nationwide's home office in Columbus, Ohio, said the practice was not unusual and "very consistent with our policies on a national level." She added that Nationwide supported the ISTEA Bill, (under which states would lose federal highway construction funding if they didn't have helmet laws, seat belt laws, etc. Those portions were rescinded in 1995), and that they will be in favor of bicycle helmet laws. On a national level the company has supported other safety related bills that included seat belts and child safety seats.

As far as the incentive to participate at the Harrisburg branch, Showalter replied, "We offer employees who give blood a half day off." She explained that employees did not have to participate, and that roughly 90 people had called during the "phone blitz," which was about 20 percent of employees at the Harrisburg office.

Joe Dickey, legislative coordinator for the Mason-Dixon chapter of ABATE in Pennsylvania, was not impressed by the company's tactics. "Needless to say, I don't expect to be renewing my policies with them. Stooping to what they stooped to was going too far," Dickey said.

Here in Washington state, ABATE Legislative Representative "Texas" Larry Walker, was quick to comment after seeing the document.

"This is going beyond encouraging civic participation. When they are giving incentives to lobby on company time, using company material, it implies to me that it borders on coercion of the employee," Walker said. "If this is Nationwide's policy, I would say that any motorcyclist worth his or her salt should be canceling their policies."

The memo can be found on the World Wide Web, where it was posted by the Pennsylvania ABATE chapter http://www.cvn.net/~ogba/nationwide.htm. ABATE chapters have been circulating the memo across the country via e-mail since its discovery.

—Reprinted courtesy of MotorSports News

CANADIAN BIKERS
YOU DID IT!

(L to R) Gerard Jansses, Premier Glen Clark, and BCCOM Executive Director Errol Hannigan

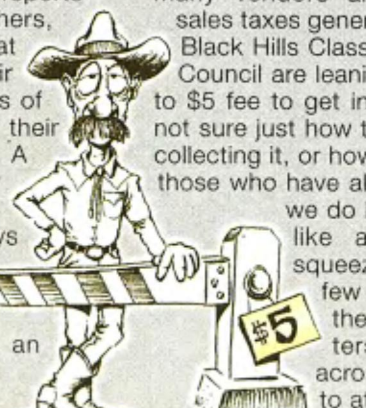
You took the time to write, fax and talk directly to Premier Glen Clark and other elected officials about your opposition on no-fault insurance. You spoke about how no-fault would effect you and your family in the event of an accident, you spoke with passion and honesty. You spoke about the change to the Insurance Corporation of British Columbia (ICBC) so that no-fault would not be required. You gave alternatives that, if implemented, would make the roads safer. You asked the Premier and his government to take "a sober second look" at ICBC and no-fault insurance—and they have.

You now have the opportunity to be part of the solution because you believed that your voice would be heard. And how it was heard. Your calls, letters and faxes "rained down like hailstones of truth on the tin roof of life" in Victoria.

You should be proud. Don't take this lightly. What you did was worthwhile. You should sit back now and smile because you chose not to sit back when action was needed. You made a difference, a difference recognized by government.

—Errol N. Hannigan exec. director
B.C. Coalition of Motorcyclists

STURGIS TURNSTILES
ANOTHER FIVE BUCKS?



The *Rapid City Journal* reports that Sturgis City Fathers, and Mothers, feel that they're not getting their fair share of the millions of dollars that come to their state every August. A newly appointed city committee was organized to look into ways to increase city revenue, and one of the suggestions was an entry fee.

Feeling that they don't have the manpower to properly cover the many vendors and collect the sales taxes generated during the Black Hills Classic, many of the Council are leaning toward a $3 to $5 fee to get into town. We're not sure just how they'd go about collecting it, or how they'd identify those who have already paid, but we do know this looks like an attempt to squeeze yet another few bucks out of the bros and sisters who travel across the country to attend the event. We don't like it!

—Oz

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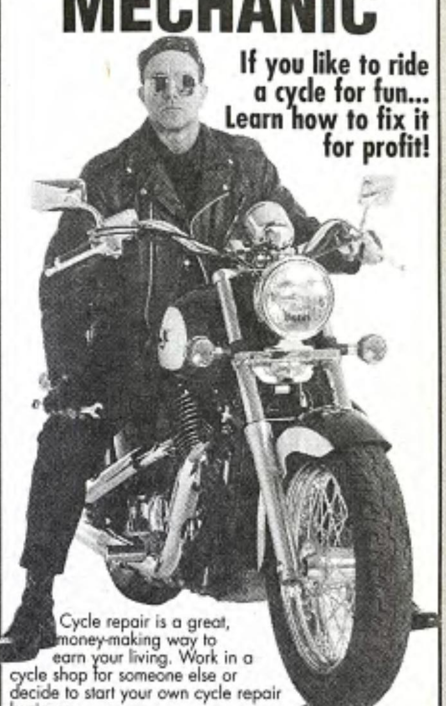

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ROGER
STAHL

In the summer of Aug. 1966, 24-year-old squad leader Roger Stahl and men from the 173rd AIRBORNE Brigade initiated Operation Junction City, the only combat jump made in Vietnam by an airborne unit. They represented the first Army unit committed to 'Nam, sent earlier in April '65, to join Special Forces advisors already in country.

Thirty years later, Platoon Sgt. (and Bros Club member) Roger Stahl fired up his '94 Dyna convertible for a mission to cap a bout with cancer and a triple heart bypass. His objective: his first long haul solo ride, from Petaluma, California, to Yosemite National Park, then across the Mojave Desert on Route 40 to Mesa, Arizona, and north to Monument Valley, Utah.

I met Roger in Barstow, California, at a gas station near the intersection of Routes 58 and 40. A full moon rose over the desert, and the three-hour ride to Needles, Calif., was tempting. We agreed to meet in Ludlow, then continue on. "I'll keep an eye out for you," Roger offered as he rolled ahead of my slower '82 Sportster. But once in Ludlow, the fatiguing day won, and it was definitely quittin' time.

Next morning, Roger led the ride outta Ludlow through a blinding sunrise across 100 miles of barren desert, with nothing in between. Breakfast at Needles, and a ride to the Kingman, Arizona, H-D dealership where we eventually parted came too soon.

When we talked recently, Roger reported accomplishing his mission to Monument Valley trouble-free (fortunately not needing his Bros Club road service). Roger said that at 55, he needed to know that he still had what it took. But five minutes after our meeting in Barstow, and an offer to ride point through the desolate Mojave night, I knew the answer had never been in doubt.

—David Aldridge

SHORT STROKES
IN THE MISTY MOONLIGHT

In the dank night a rider finds solace in the grip of chromed handlebars and the soft curves of a woman's body. There's nothing like the power of ultimate control, unleashed inhibitions, and the tranquil security of a finely tuned engine. With all the events and mass rides available, I find myself surrounded by a thousand riders every weekend. My mind whirls with the sensations of creativity, new products, faster bikes, and the brotherhood that goes along with each get-together. But I still enjoy being alone with one woman, or alone on a freeway late at night with only the hum of diesel trucks to hinder my thoughts of what may come next in life. Makes me want to pull on my blackest boots and go for a ride. Here's the news. **From my Web site this report came in from Mikey**: According to the Associated Press, the Tennessee Supreme Court ruled that a test that measures eye movements can be used to convict people of drunk driving. Before, testimony that a suspected drunk driver's "eyes jump" was inadmissible in court. But now, a test called the Horizontal Gaze Nystagmus test that measures how much eyes jump while following a light is considered scientific evidence. I say keep your eyes closed and keep running... **Paul Vestal. You've heard of him.** He's ridden with a club for years, worked hard for Maine's bikers' rights movement, and held a job as a prison warden. In fact, he ran for state assembly recently. "I'll never do that again," Paul said, grimacing. Now he's the executive director of St. Michael's Center, an outreach center which provides programs and treatment for juvenile offenders and administers a juvenile jail diversion program for the Maine Department of Corrections. It also offers mental health services as well as foster care for troubled youths. It serves an estimated 1,000 children from Maine's six northern counties each year. We're sure Paul's the man for the job...**All right, we've been wondering ever since the 50th bash in Hollister** if they would accept us back next year. Well, a recent survey by the Hollister Downtown Association members, while scrounging through the remnants of rubble left behind after thousands of bikers took chain saws, backhoes, and pneumatic tools to the vintage edifices of the town, leaving the place in ruins, was that 92 percent of the member businesses want us back and favor another rally next year. This was in direct contrast to the desires of the board of directors. "It was a wonderful event. Even more, it was a much needed boost to our downtown community and our economy," said the public works director as he loaded his family and belongings in a covered wagon and headed back to Wyoming where he originated...**We recently stumbled into a biker/ journalist who had a strange desire** to turn his life around. Misguided fool. CD, a self-proclaimed jack-off-all trades, but master of none, got tired of feeling like he wasn't getting the most out of life. So, he decided to pursue his life-long dream. CD enrolled at MMI and moved lock, stock, and barrel to Daytona Beach. He's going to take the entire Harley Program at the Daytona Campus and report to us what he learned each month. Should be interesting. If it isn't, I'll make him take the respective class over again 'til he gets it right...**So, as the sun sets outside the ER Garage**, my mind shifts to the winding road ahead, to neon and the night, to the amber glow of soft light through a Jack Daniel's on the rocks, to the glistening lights of the city reflecting on the chrome of my Touring Chopper, and the crack of its exhaust against stumbling foreign compacts as I split lanes into the city. She's waiting, her boots on tight, ready to go. Ride forever.

—*Bandit*

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You got it—just make a purchase of $50 or more and ask for your free copy of *Easyriders* from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

OREGON
BANS TITS

One of our downed bros in Oregon (name withheld to avoid exposure to "forward thinking" Oregon disciplinary methods) dropped us a line to tell us about plans to ban our rag, and others, that occasionally featured a hard-bodied honey showin' her stuff.

Considering the latest Supreme Court decision, we were kinda surprised so we contacted the folks at the Oregon Department of Corrections. We got the usual run-around, but after chasing them for a few weeks we got the "gist" of it. Seems the state can get around the Federal decision by use of its "rule making" authority.

Basically Oregon's proposed rule #291-131-0035 states:

"The following materials constitute prohibited mail which shall be confiscated or returned to sender:

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(b) Nudity: Portrayal of actual or simulated human male of female genitals, pubic area, or buttocks, or female breasts or any portion thereof below the top of the nipple."

We're not sure which of those things nudity is detrimental to, but if you think the downed bros in Oregon should be able to see a tit or two, give the Department of Corrections a call. You can reach the Rules Coordinator at (503) 945-0933.

—Oz

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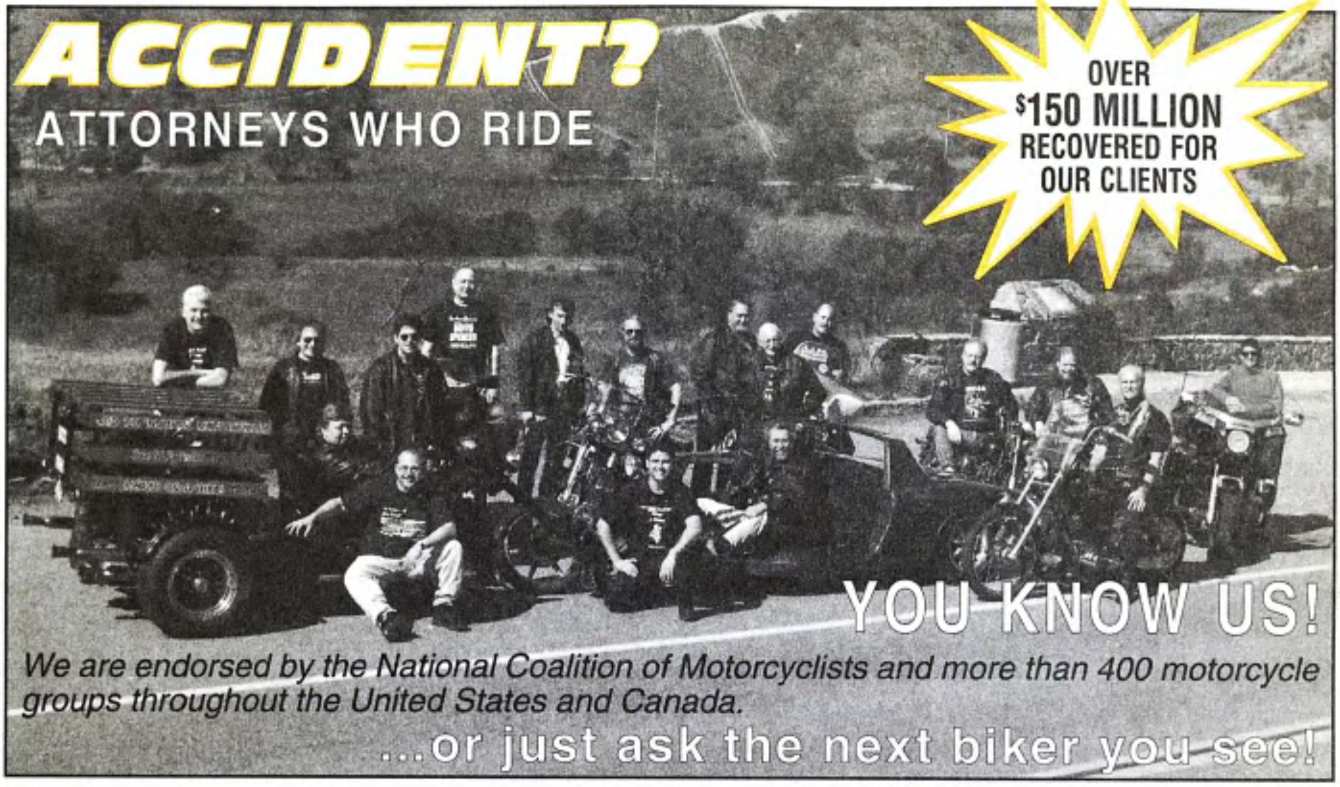

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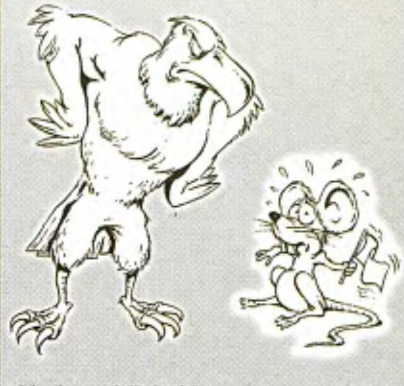

Harley ridin' New Jersey State Senator (and H-D Dealer) Lou Kosco and the Garden State Bros aren't gonna give the other side a moment's rest. They have already renumbered last year's helmet law amendment to S440 and succeeded against its first Committee hurtle.

We met Senator Lou at the Republican Convention Ride and we know a lot of the New Jersey crew. This group of dedicated, savvy riders won't give up on this issue. they have the political acumen and resilience to succeed and we'll support them every step of the way. Stay tuned. *—Oz*

GUN LAW THREAT

In Washington state, there's a move to make it illegal to have a handgun in your home if you haven't passed a handgun course and have a trigger lock on your weapons! By getting the gun permit you would give written permission for a warrantless search of your home. If this is allowed to become law, and a search of your home turns up guns without trigger locking devices, your belongings will be confiscated if you can't show your permit and proof of taking a gun course!

—Gunny, Oregon AIM

Editor's note: This issue lost at the ballot box in the November elections, but it's a good lesson to us all. The "Safetycrats" aren't only after our motorcycles!

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ABATE of Georgia
Info: (404) 294-8900

ABATE District I Chili Cookoff
Date: February 7
Info: (404) 294-8900

ABATE Run to the Sun
Date: Feb. 27-March 1
Place: Savannah, Ashburn
Info: (404) 294-8900

HAWAII
Street Bikers United
Info: (808) 521-2487

IDAHO
Idaho Coalition for
Motorcycle Safety
Info: (208) 345-6231

ILLINOIS
ABATE of Illinois
Info: (800) 872-2283

M/C Parts Extravaganza
Date: February 1
Place: Will County Fairgrounds, 40 miles south of Chicago
Info: (319) 462-6011

Swap Meet/M/C Show
Date: February 22
Place: Springfield
Info: (618) 224-9180

INDIANA
ABATE of Indiana
Info: (317) 442-8040

IOWA
ABATE of Iowa
Info: (515) 858-5001

Capitol City Custom Cycle
Show/Swap
Date: February 14-15
Place: Des Moines Fairgrounds
Info: (712) 262-8910

M/C Parts Extravaganza
Date: February 22
Place: Downtown River Center
Info: (319) 462-6011

KANSAS
ABATE of Kansas
Info: (913) 597-5140

Swap Meet
Date: March 8
Place: Wyandotte County Fairgrounds, Kansas City

KENTUCKY
Kentucky Motorcyclists
Association
Info: (800) 68-CYCLE

LOUISIANA
ABATE of Louisiana
Info: (800) 393-5966

MAINE
United Bikers of Maine
Info: (207) 947-1470

MARYLAND
ABATE of Maryland
Info: (410) 263-9185

MASSACHUSETTS
MMA: (800) 432-1662

MICHIGAN
ABATE of Michigan
Info: (313) 421-4367

Giant M/C Swap Meet
Date: February 8
Place: Lansing Center, Lansing
Info: (616) 941-0815

Giant M/C Swap Meet
Date: February 22
Place: Fairgrounds, Detroit
Info: (616) 941-0815

MINNESOTA
ABATE of Minnesota
Info: (800) 224-6570

Minnesota Motorcycle
Riders Association
Info: (612) 541-1704

MISSISSIPPI
ABATE of Mississippi
Info: (601) 825-4646

MISSOURI
Freedom of Road Riders
Info: (800) 309-RIDE

MONTANA
ABATE of Montana
Info: (406) 434-2473

NEBRASKA
ABATE of Nebraska
Info: (402) 489-0651

NEVADA
ABATE of Nevada
Info: (702) 753-8825

Nevada Association of
Concerned Motorcyclists
Info: (702) 870-6121

NEW HAMPSHIRE
N.H. Motorcyclists Rights
Association
Info: (603) 627-3528

NEW JERSEY
ABATE of New Jersey
Info: (908) 549-1990

NEW MEXICO
ABATE of New Mexico
Info: (505) 585-9789

NEW YORK
ABATE of New York
Info: (607) 387-3433

NORTH CAROLINA
Concerned Bikers Association
Info: (800) 479-3087

NORTH DAKOTA
ABATE of North Dakota
Info: (701) 223-5609

Frostbite Party
Date: February 14
Place: ABATE District 4
Info: (701) 223-5609

OHIO
ABATE of Ohio
Info: (800) 252-4537

OKLAHOMA
ABATE of Oklahoma
Info: (405) 439-8001

OREGON
ABATE of Oregon
Info: (503) 285-4329

PENNSYLVANIA
ABATE of Pennsylvania
(717) 234-3777

RHODE ISLAND
R.I. Motorcyclists Association
(401) 722-1122

SOUTH CAROLINA
ABATE of South Carolina
Info: (888) SC ABATE

SOUTH DAKOTA
ABATE of South Dakota
Info: (605) 347-4009

TENNESSEE
CMT/ABATE
Info: (615) 883-5024 or
(916) 669-3745

TEXAS
ABATE Confederation
Info: (409) 849-0258

TMRA II
Info: (800) 222-0913

M/C Expo, Show, Swap
Date: February 22
Place: Waco Convention Center
Info: (972) 216-5520

UTAH
ABATE of Utah
Info: (801) 627-1117

VERMONT
Freedom Of The Road Riders
Info: (802) 223-1556

VIRGINIA
ABATE of Virginia
Info: (804) 846-8810

WASHINGTON
ABATE of Washington
Info: (206) 643-9675

WASHINGTON, D.C.
ABATE of D.C.
Info: (202) 546-0953

WEST VIRGINIA
ABATE Of West Virginia
Info: P.O. Box 5110,
Charleston, WV 25361

WISCONSIN
ABATE of Wisconsin
Info: (800) 386-4442

WYOMING
ABATE of Wyoming
Info: (307) 266-6522

EUROPE
Federation of European
Motorcyclists (FEM)
Info: 011 32 2 736 9047; fax: 011 32 2 736 9401;
e-mail: SimonMilwardFEM@compuserve.com

RACING EVENTS
For complete listings grab a *Quick Throttle* magazine—on your newsstands now.

AMRA: (708) 250-0838

ECRA: (609) 652-1159

AHDRA: (919) 229-4877

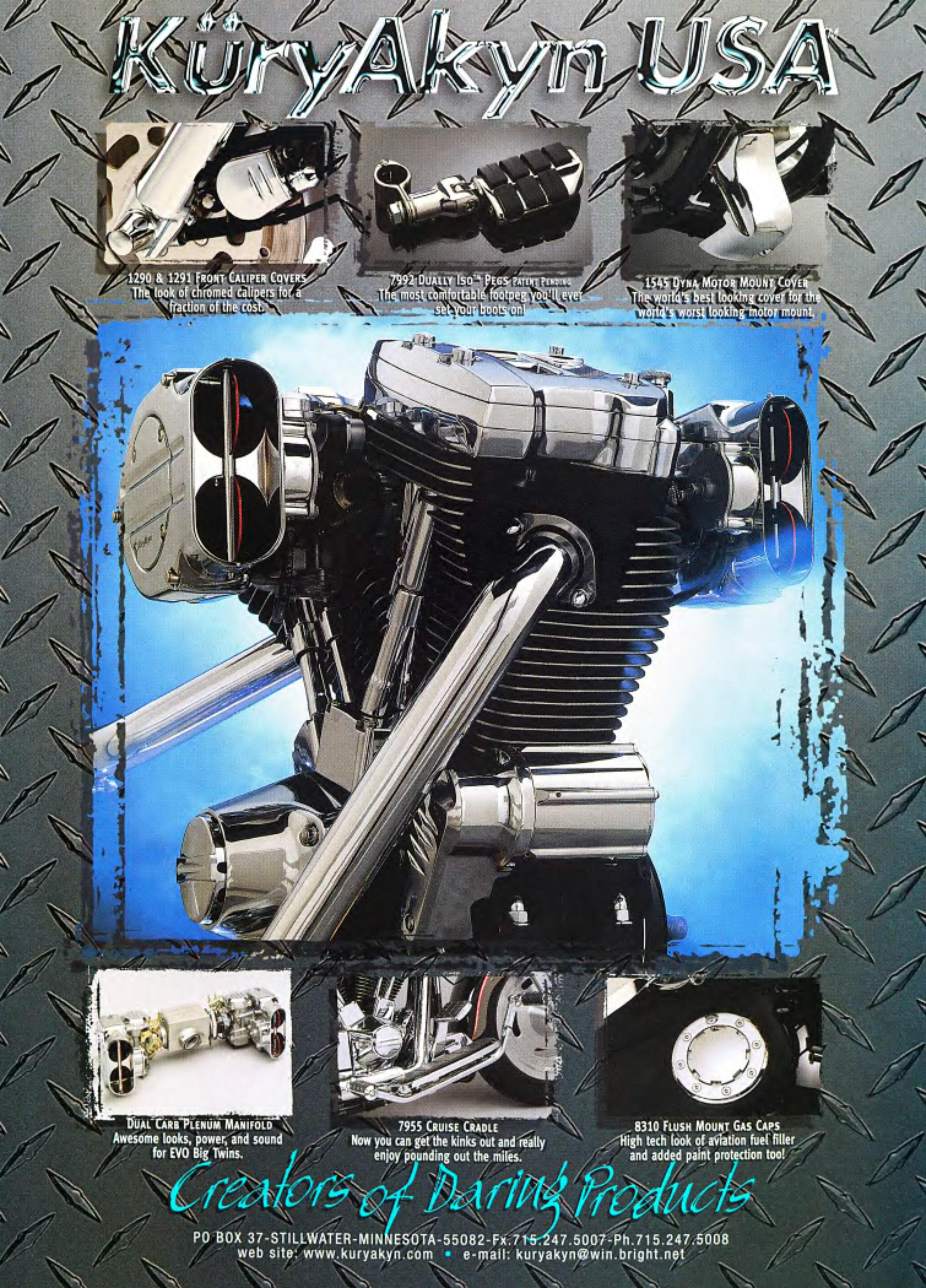
AMA: (614) 891-2427

EASYRIDERS 1998 BIKE SHOW TOUR

Detroit, Michigan
Date: February 7
Place: Cobo
Convention Center
Info: (818) 597-2686

Columbus, Ohio, Invitational
Date: February 13-15
Place: Veterans Memorial
Exposition Hall
Info: (818) 597-2686

To have events listed, get the info to us at least three months in advance. We're as accurate as possible, but event dates are often changed after publication—so check with the sponsors before you ride across the state or country. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214.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Dual Carb Plenum Manifold
Awesome looks, power, and sound for EVO Big Twins.
7955 Cruise Cradle
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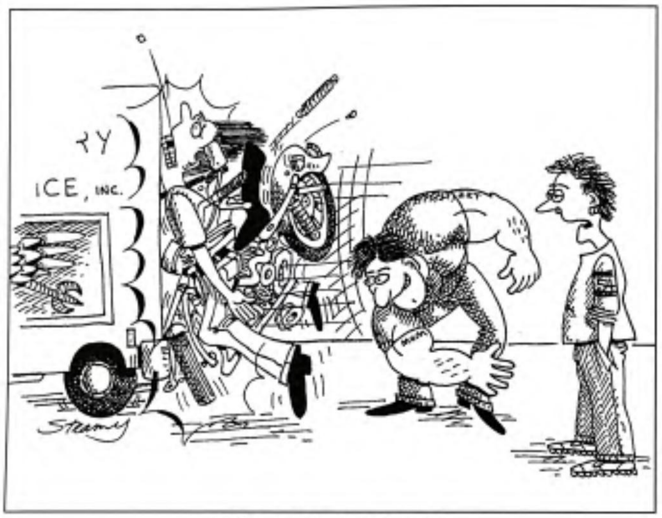
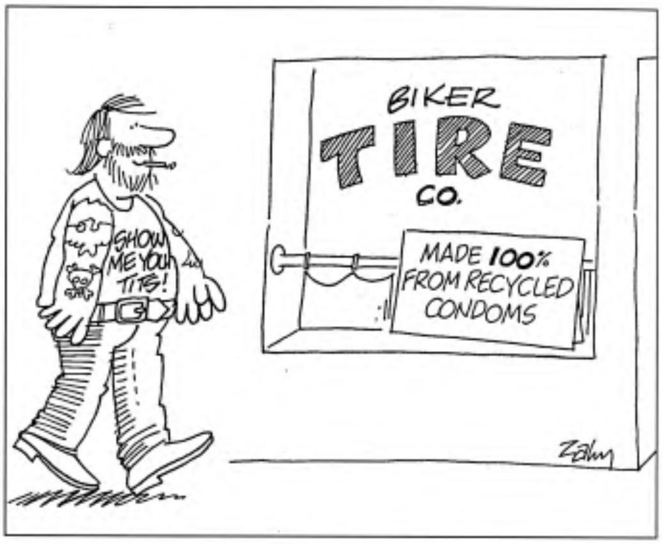
PASSING GAS



"Helluva push-start, Animal."



A bro with a pet octopus walks into a New Orleans bar and says, "I'll bet $50 that no one here has a musical instrument that this octopus can't play." The people in the bar look around, and someone fetches an old guitar. The octopus takes a good look at it, picks it up, tunes up the strings, and starts playing a Hendrix tune. Grinning, the octopus's owner pockets the 50 bucks.

Next, a guy comes up with a trumpet. The octopus takes the horn, loosens up the valves, licks its lips, and starts playing a jazz solo just like Al Hirt. The guy hands over his 50 bucks to the bro.

The bartender has been watching all this shit and disappears out back, returning a few minutes later with a set of bagpipes under his arm. He plunks it down on the bar and challenges the bro, "If your octopus can play *that*, buddy, I'll give you $100."

The octopus takes a look at the bagpipes, lifts it up, turns it over, then peers at it from another angle. Puzzled, the octopus's owner leans over and says, "What the fuck are you pissing around for? Hurry up and play the damned thing!"

The octopus says, "Play it? If I can figure out how to get its pajamas off, I'm gonna screw it!"

Hot Shot
Lafayette, Ind.

The elderly Russian tottered down to the store to fetch his family's ration of meat, only to be informed there was none to be had. Furious, the old man raged at the butcher for several minutes, cursing the wretched state of affairs in Russia, the endless lines, and the inevitable shortages.

Storming out of the store, he was suddenly approached by a sinister character in dark glasses and a black trench coat. "Be careful, comrade," cautioned the man in a low voice. "If you had made a scene like that a few years ago, you know what would have happened to you, don't you?" To illustrate, he pointed an imaginary pistol at the old fellow's temple and pretended to pull the trigger. Then he walked off.

"What happened, Pyotr?" asked the old man's wife when he returned home empty-handed. "Did they run out of meat again?"

"Worse than that," he replied glumly. "They've run out of bullets."

James Wheway
Milford, Conn.

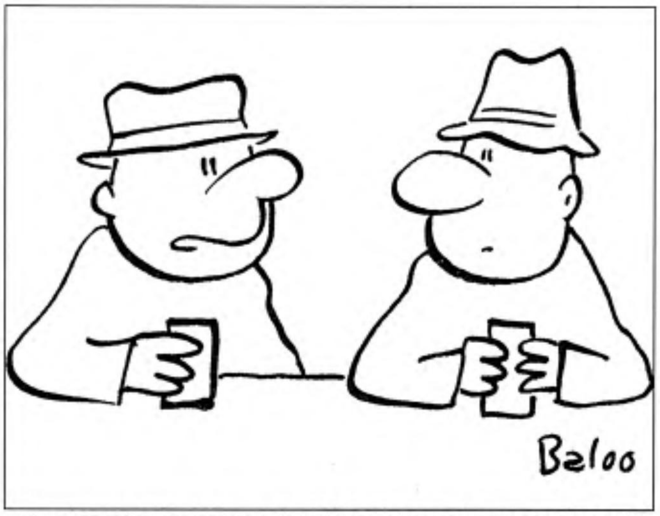
How come Chelsea Clinton is so ugly?

They just found out Janet Reno is her real father.

Doc Tillis
The Drill Team

"Sometimes it's hard to believe you and Christy Brinkley are the same sex."

"Susie won the wienie bite contest, but there was some controversy."



"I'm opposed to circumcision—I don't believe in going around half-cocked."

Why did John Denver crash his plane?

He was listening to a tape of his greatest hits and fell asleep.

Chas
United ABATE of N.J.

What do a gynecologist and a pizza delivery man have in common?

They can both smell it, but they can't eat it.

Hulcher
Wheelin'

Three bikers bought a ranch out West, where they intended to raise cattle. One day another bro rode up for a visit, and he asked if they'd named the ranch yet.

"Sure," said the would-be cattleman. "Me, I wanted to call it 'Panhead Park,' but the other guys wanted to name it either 'Shovelhead Paradise' or 'Knucklehead Land.' None of us could decide which was better, so we ended up calling it 'Panhead Park-Shovlhead Paradise-Knucklehead Land.'"

"That's quite a name," observed the visiting bro.

"But where are all your cattle?"

"Ain't none, bro. Not one of 'em survived the branding."

Paul Bunyan
Redding, Calif.

A young collegiate type walked into the store and told the salesclerk, "I would like a white hat, some maroon pants, a white shirt, and maroon shoes."

"Hmm, you must be a Texas A&M Aggie fan," guessed the clerk.

"I sure am," said the youth, proudly sticking his chest out. "How did you know? The color combination?"

"Not exactly, son," responded the clerk.

"This is a hardware store."

Lucky
Taking Chances

Mongo lost his credit card while partying at Sturgis Bike Week, and when he got back home, his ol' lady advised him to cancel the card immediately.

However, a few months later she noticed some recent charges on the lost card.

"Honey, why didn't you cancel that card like I told you to?" she asked.

"Because, woman," replied Mongo, "whoever found it doesn't spend near as much with it as you did!"

El Vee
El Lay

Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, P.O. Box 3000, Agoura Hills, CA 91376-3000.

"The court must advise the witness to answer simply yes or no."

"Don't be embarrassed, Norman. *Lots* of guys probably shit their pants every time one of them says 'Boo!' ..."

95 YEARS BEHIND US.
NOTHING BUT OPEN ROAD AHEAD.
Starting point: a wooden shed in the Davidson's backyard, circa 1903. Ending point: who can know? It's a big, undiscovered road that unwinds before us. After 95 years, that's cause for celebration. The Harley-Davidso
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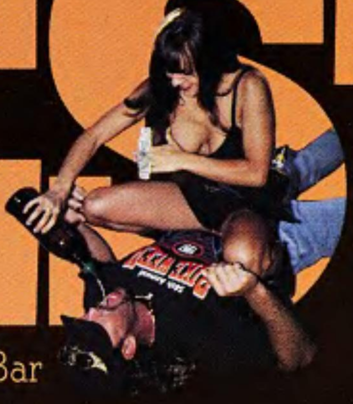
IT AIN'T A ONE HORSE TOWN ANYMORE.

There's a different breed running through the streets of Daytona Beach. At last year's Bike Week, thousands witnessed the triumphant return of the Excelsior-Henderson Super X in our first annual Parade. We'll be roaring back in '98 with the "eXperience," a traveling exhibit tracing our proud American heritage. Come ride with our stampede of prototypes in this year's parade and see why you may have to add to your stable.

EXCELSIOR-HENDERSON MOTORCYCLE COMPANY

BIKETOBERFEST



1997: Drunk And Dirty From Bar To Bar

While our neighbors to the north were freezin' their asses off, Daytona was gearin' up for one helluva bash. About 100,000 people came from around the world to be a part of Biketoberfest '97 and the best Halloween party in the country. The official date this year was from October 30 to November 2, but a lot of businesses claimed that Biketoberfest has been extended to 10 days, the 24th to the 2nd. All I know is that there wasn't much event stuff goin' on till the 30th, but the 50,000 people that did show up early didn't seem to care one way or the other.

Since I recently packed my saddlebags and moved to Florida, and I only live 30 miles from Daytona, the center of the fest action, I don't have a rip-roaring, two-wheeled tale of getting there. I've attended Bike Week for years, but this is the first Biketoberfest I've experienced. There were still vacancies in some hotels, fewer traffic jams, reasonable prices, and I could get a drink without elbowing my ass to the bar.

I partied for the whole 10 days, but during the last four days there was so much goin' on that I couldn't squeeze it all in ... but I sure gave it my best shot!

Thursday, the 30th, I stumbled into Carl's Speed Shop to have a look at their new digs. Let me tell you, this place has got it all. Besides having everything you'd need to pull more ponies out of your iron horse, they have a machine shop, a service shop, and Carl also had booths set up with factory reps from Russell, Barnett, James Gaskets, S&S, Andrews, Khrome Werks, Wildcat Aluminum Frames, PHD Powder Coating, Confederate Motorcycle Co., CMC (California Motorcycle Co.), and American Quantum Cycles, just to name a few. I talked with Matt Chambers from Confederate Cycles and tried to talk him into letting me take a ride on one of his high-tech machines, but the beer bottle sticking out of my pocket canceled my E-ticket ride. Well, there's always Bike Week, "right Matt?" From there I continued down Beach Street my buddy's shop called Peen's. It also has a full-blown machine shop and is capable of any custom work you can think of.

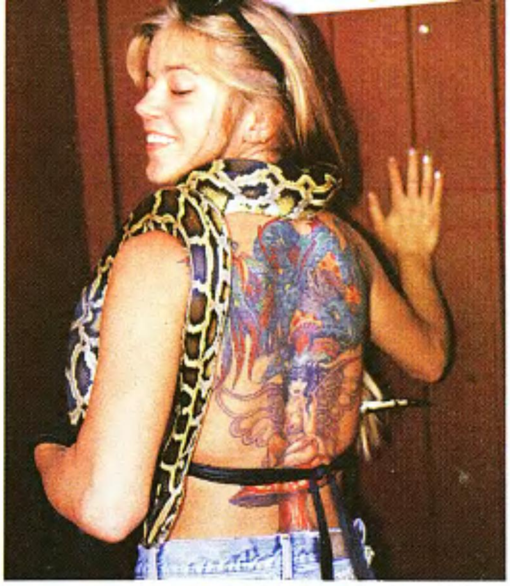
By this time I was gettin' damn thirsty so I went to the beach to stop by a couple of my regular watering holes and have a couple before hittin' Main Street. Goodies Oyster Bay is right on the way to the beach and Joker is usually there servin' up the liquids. I sauntered in just in time for their wet T-shirt preliminaries. This place ain't that fancy but they make you feel welcome. After that I went to see Donna and Tracey, bartenders at →

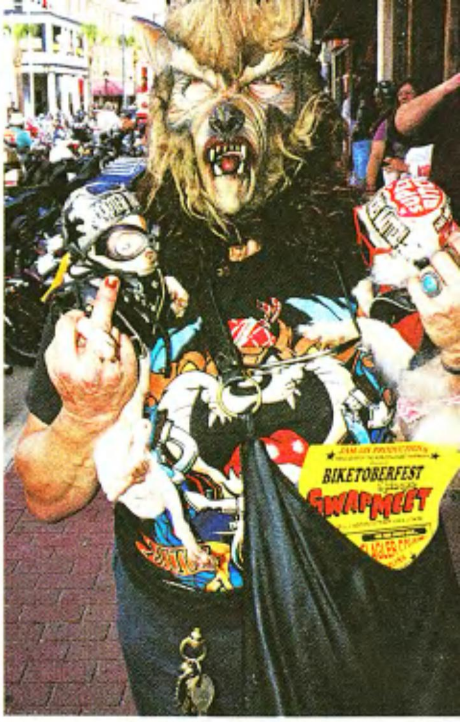
the Belly Saloon. I had a beer and played a game of pool with Delicious Donna, then it was off to Main Street, Biketoberfest ground zero. Traffic wasn't that bad. You could still get around without too much hassle. Main Street was jammin'. Thousands of bikes, people, and parties! Corbin was having its second Annual Biketoberfest Party. There must have been 20 models greeting people, serving champagne, and working the bar. I rubbed elbows with Mike Corbin, Big Daddy Rat, Kenny from Samsons, Eric Herrmann, and custom bike builder Cyril Huze. I also got a good look at Mike Corbin's electric three-wheeler, the Sparrow, which is due to go into production soon. I was having a blast but had to continue my quest to do and see as much as possible. There was motorcycle-only parking on Main Street, so no cages were clusterfucking everything up (except the ones driving down it). There were plenty of babes, beer, and bands to keep everyone smilin'. After checkin' out Dirty Harry's I went to The Bank and Blues Club next door. They had a great '50s rock band called the Razor Backs. Across the street the Full Moon bar was jumpin'. The Camel Roadhouse was set up in the parking lot. They had a kickin' classic rock band, little beer stands everywhere (worked by some seriously well-endowed hardbellies), a liquor bar, artist Eric Herrmann, vendors, and food. Inside they had a really good blues band. I took a break and listened to them a while. By this time I was feelin' pretty good, so I gave the bars a break and went to the *Easyriders* store to see what was goin' on. The place was packed, and everyone at the Bros Club, watchin' the action from their Main Street balcony, was hootin' and hollerin' at the women below. Next I stopped by Tombstone Silverworks.They make their jewelry right there in the store. One of the silversmiths, Justin, really makes some wild shit. They've got everything from necklaces with aliens heads, to a full-scale leg bone. I was ready to call it a night so I took A1A home. Man, what a beautiful ride. The ocean breeze was revitalizing as the moonlight beamed down on the water. I love the beach.

On Halloween the skies opened up and it rained like hell. It poured from the time I got up until 11 that night. I spent most of the day trying to recover from the night before. By the time the rain stopped I was more than ready to get to all the Halloween festivities. I threw on my Darth Vader outfit, jumped on my scoot, and was gone. Along the way I pulled into the Iron Horse. Most everybody had on some sort of costume. They were just starting their costume contest, and what a wild-looking batch of contestants. Smoke filled the burnout pits, the Wall of Death rattled and shook, live bands screamed, and vendors peddled their wares.

I rode back to Main Street. It didn't look like the rain dampened any spirits there. It was packed with Halloweeners of all shapes and sizes. There were lots of cowboys (and cowgirls, too!), monsters, soldiers, scantily clad sweethearts, Playboy bunnies, witches, pirates, and lots of other freaks of nature. I started at the Boot Hill Saloon. They had a costume contest, a kick-ass blues band called the Mark Hodgson Band, a witch burning, and human sacrifices. One thing about Main Street is that it's the place to see and be seen. With everybody in their Halloween duds, it was quite a sight. I spent a lot of time just hangin' on the street, checkin' out the strangeness. I hit Dirty Harry's just in time to catch the wet T-shirt contest, got me an eyeful of some sweet mamas, and went back to the Boot to jam on some more Mark Hodgson.

For all the crazies out, the law was pretty lax. I spoke with Lando Blanchette, a Daytona cycle cop. He told me the main things they were on the lookout for were: 1) assholes doin' burnouts on Main Street who could destroy the 60,000 people and thousands of bikes out there, 2) people ridin' without a helmets, 3) nudity (even though I saw plenty of tits flashin', and I didn't see anybody get arrested). He also assured me that there were no road blocks, and as long as people were cool they were not writing tickets for drag pipes or beanie helmets, both of which I have. Saturday the sun shined and my pals and I rode to Carl's Speed Shop for their bike show. It was held across the street from the shop on Mantee Island. There was everything from Boss →




BIKETOBERFEST
SWAPMEET

FUCK YOU
YOU
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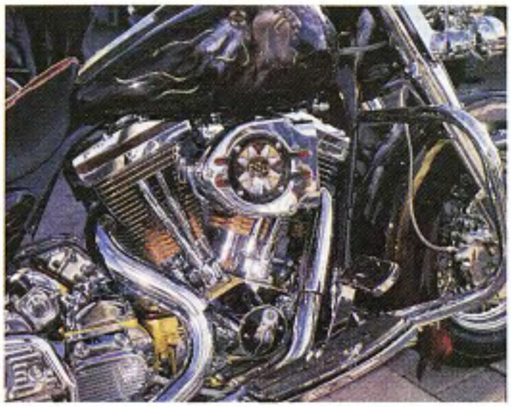

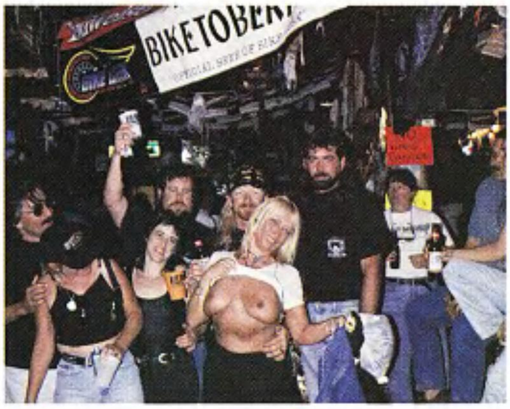
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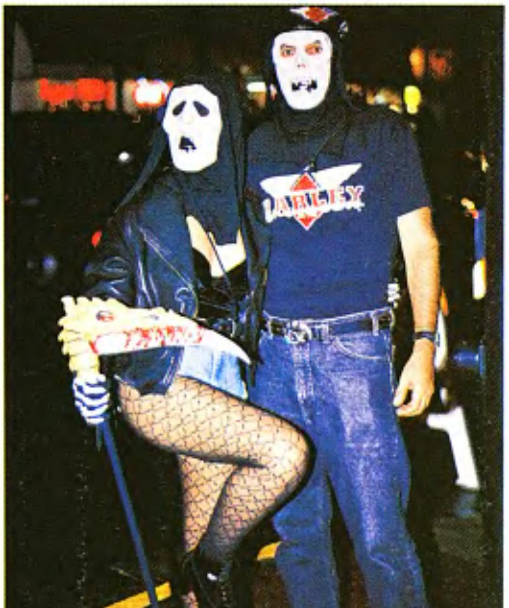


Harley Davidson

Hosses, to outstanding customs and a few pristine vintage Harleys.

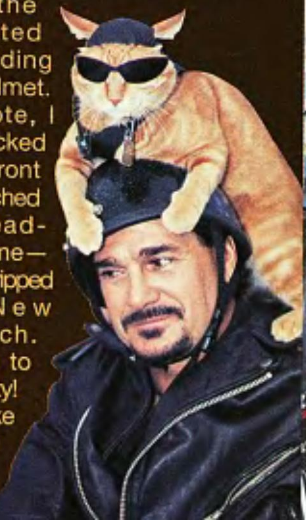
Then we hauled ass to the Ocean Center for the Motorcycle Expo and Bike Show. We caught the Victory by Polaris, tons of hot products and factory reps, and Big Daddy Rat's Bike Show, featuring some of the finest scoots in the country. Cyril Huze (builder of Miami Nice) unveiled his two latest creations, Harley-Davidstones and Harley Blues. One is based on the Rolling Stones, and the other is based on the Blues Brothers, which won first place in the Radical Class. We then took off to the Cabbage Patch for the big coleslaw wrestling matches. There was some problem with permits or something, but they said fuck it and did it anyway. The competition was fierce. It didn't take them long to rip each other's clothes off and pack every orifice full of 'slaw. Then we had to haul ass to Gilley's Pub 44 in New Smyrna to catch 38 Special. The show was great; I hadn't seen 'em in years, and it was a big highlight to the Biketoberfest blowout.

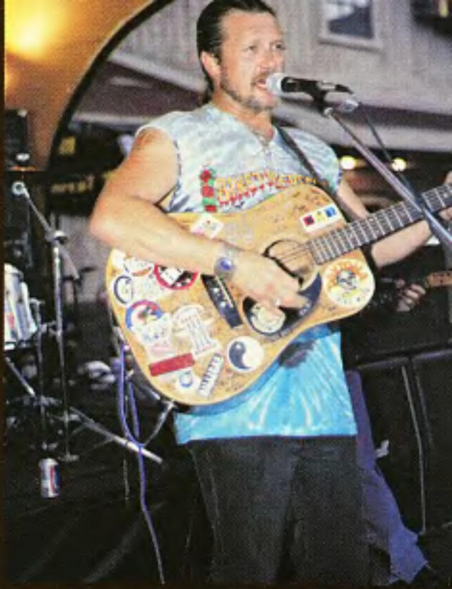
The black clouds started rolling in, and I didn't make it too far before I got dumped on. I pulled into the Bottoms Up for a shot of warmth and a beer back. A local band was servin' up the tunes, and the wet T-shirts were stickin' to titties. The water stopped, and I made it back to Froggys in Daytona for last call. Of course, it blasted rain all the way home. Oh, well, it wasn't the first time and damned sure wouldn't be the last.

Sunday was a pretty laidback day, so I went over to the Boot Hill to check out the charity bra auction and listen to Dr. Hector and the Groove Injectors. After a few hours I moved on to the Belly Saloon, where I heard the sad facts: one dead and three seriously injured due to an asshole in a pickup going the wrong way down a one-way street; ten motorcycles stolen and one recovered when the police spotted some idiot riding it without a helmet.

On that note, I got a beer, kicked back on the front deck, and watched the folks heading back home—as a tornado ripped through New Smyrna Beach. Helluvan end to one helluva party!

See ya at Bike Week —*CD*





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Norm and Lise Lock

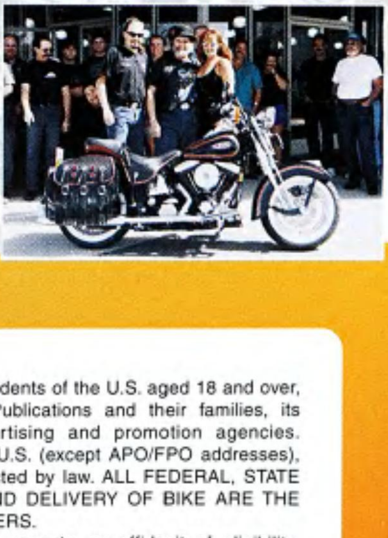
Mike Moore

Jeff Kruckenberg

Raymond Maki

Mario Licata

Meet Krazy John Carlile, last year's GRAND PRIZE WINNER of a Heritage Springer®.



OFFICIAL SWEEPSTAKES RULES

1. Use the enclosed Official Entry Form and subscription envelope. Mail your entry to the 1998 $200,000.00 "Bike Of Your Dreams" Subscription Sweepstakes, P.O. Box 469057, Escondido, CA 92046-9057. Entry form must be legible and completed in full to be valid. All entries must be received by August 31, 1998. Paisano assumes no responsibility for lost, misdirected or late mail.

2. Prizes are nontransferable and not redeemable for cash. No substitution of prizes is permitted. You may win one of a total of 1,304 prizes — 1 Grand Prize, 1 First Prize, 1 Second Prize, 100 Third Prizes, 100 Fourth Prizes, 100 Fifth Prizes, 500 Sixth Prizes, and 500 Seventh Prizes. The $15,000.00 cash option is in lieu of only the Second Prize choice. The motorcycle prizes pictured may not be the specific ones awarded. Total approximate retail value is $228,000.00.

3. Winners will be selected by random drawing from all entries received by Doyle, Hull & Gregory, whose decisions will be final. Prize winners will be notified by mail within 90 days of the closing date and must acknowledge notification within 30 days, or prize will be forfeited and an alternate winner selected. In the event that all prizes are not claimed, which is likely, random drawings will be held from among all entries received to award unclaimed prizes. The odds of winning a prize will depend upon the total number of eligible entries received.

4. Sweepstakes is open to all residents of the U.S. aged 18 and over, except employees of Paisano Publications and their families, its affiliated companies, and advertising and promotion agencies. Sweepstakes is void outside the U.S. (except APO/FPO addresses), and wherever prohibited or restricted by law. ALL FEDERAL, STATE AND LOCAL TAXES, IF ANY, AND DELIVERY OF BIKE ARE THE RESPONSIBILITY OF THE WINNERS.

5. Winners may be required to execute an affidavit of eligibility, release, and indemnification. All entries received become the property of Paisano Publications, Inc., and none will be returned. Winners grant Paisano Publications and its agencies the right to use their names and likenesses for advertising and promotional purposes.

6. For a list of major prize winners, send a separate, stamped, self-addressed business envelope to Paisano Publications, Inc., 1998 Sweepstakes Winners List, P.O. Box 1050, Agoura Hills, CA 91376-1050.

NO PURCHASE NECESSARY TO WIN. LIMIT ONE ENTRY PER HOUSEHOLD.

YOUR SURVIVAL GUIDE TO DAYTONA BIKE WEEK

Damn if it ain't another year gone by since the last time we've had this much fun on the beach. Daytona Beach, that is. But before we delve into this year's version of bikinis, beach, and beer, let me stop right here and give you an address that I found to be most helpful. It's the Internet address of the Daytona Beach Chamber of Commerce, and it includes a whole section dedicated to the biker of the '90s—as we know, there's more than one kind of highway out there. Now you can crank up your IBM clones, your Macs, and your Hewletts (Packard, that is), and visit Daytona Beach before you even get there on your bike. You can do this virtually at: http://www.1idea.com/daytonabeach-tourism/events.html. Once there, you can find out about the history of the races, check out Main Street, book hotel/motel rooms or camp sites, and visit almost all available businesses in the area.

Uh, sorry, no virtual chicks on this site.

But that's OK, because we'd all rather see them in the tanned flesh anyway, right? After all, this is the home of the "bring-yer-magni-fying-glass" bikini, the place where the hottest bikes in the world congregate, and where their riders spell "party" with a capital F (OK, bad joke, I know).

So when you're ready to leave the virtual world behind and experience some real live teats ... I mean, treats, put your laptop down and follow this guide through Daytona Beach to experience it as you might never have be-fore. We'll give you the lowdown on what's up, the inside scoop on where to hang out, and we'll even let you in on where you can find a great breakfast, once you're done doing your all-nighters. Check it out and have a blast in Daytona Beach during Bike Week '98.

—*Red Baron*

Services
Bike Week Welcome Center
Where: 503 Main St., D.B. Sponsored by the Daytona Beach Chamber of Commerce
When: daily, 10. a.m.-10 p.m.
Info: www.1idea.com/daytonabeachtourism/events.html (904) 255-0981

Bikers Against Manslaughter
Where: Ellis Groceries, 601 Main St., Daytona Beach
When: Feb. 27-March 8
Info: 24-hour free emergency breakdown and legal assistance, free membership cards (800) 4-BIKERS

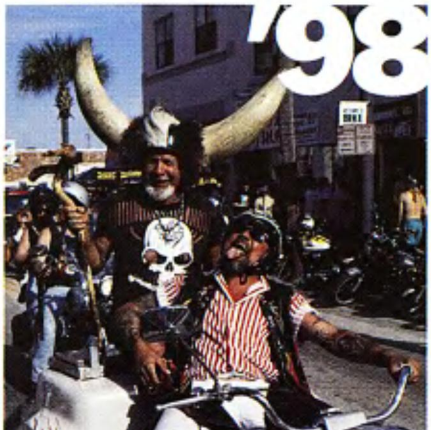
DAILY EVENTS

Easyriders of Daytona
Where: 605 Main St. D.B.
When: daily
Info: Once again, *Easyriders* of Daytona is the perfect jumping-off point for the week. As a Bros Club mem-ber, you're entitled to all the free coffee and popcorn you can handle, and if you've got a hankerin' for something more substantial, there's sandwiches for two bucks and soda for 50¢. In addition, discontinued *Easyriders* merchandise will be available at great dis-counts—a bargain hunter's paradise.

Daytona H-D Motorcycle Expo
Where: Riverfront Park, Beach Str. D.B.
When: daily, bands start at noon, beer, barbecue,

Serenity House (a good cause) bike raffle
Info: (90) 253-BIKE

AMI Open House and Tours
Where: I-95 and U.S. Hwy. 92, D.B.
When: 9 a.m.-5 p.m.



Photos: Pat Randle

Daily Dyno Shoot-out
Info: (904) 255-0295 or (800) 881-226
When: March 2-6

Highlander Custom Bike Show
Where: Highlander Outpost & Goods
1821 S. Ridgewood (U.S. Hwy. 1) South Daytona
When: February 26-March 8
Info: (904) 322-8829

Carl's Speed Shop
Where: 390 N. Beach St., D.B.
When: daily 9 a.m.-7 p.m.
Info: large facilty for vendors/exhibitors, (904) 258-3777

BARS & STRIP CLUBS

Art's Place
5115 N. Hwy. 17, DeLeon Springs
Off the beaten path, burgers, bands, bonfires, barbe-cue, horseshoes, miniature golf, poker runs, etc.
Tel.: (904) 985-5151

Billy Bob's Country Night Club
2801 S. Ridgewood Ave. (U.S.1), South Daytona
Vendors, outdoor barbecue, bands
Tel.: (904) 756-04448

Boot Hill Saloon
310 Main Street D. B.
Something happening every day. Check daily events schedule for more info.
Tel.: (904) 258-9506

Bottom's Up Club
2396 N. U.S.1, New Smyrna Beach
Strippers, barbecue in the back
Tel.: (904) 427-0364

Froggy's
800 Main St., D.B.
"The biggest party on Main Street."
Tel.: (904) 253-0330

Full Moon Saloon
9 S. Wild Olive, D.B.
Tel.: (904) 257-8661

Gilly's Pub 44
1889 State Road 44, New Smyrna Beach
Something happenin' every day. Check daily events schedule for more info.
Tel.: (904) 428-6523

Iron Horse Saloon
1068 N. U.S.1, Ormond Beach
Motorcycle Mardi Gras, free beer hour daily, live bands, events, California Hell Riders and their Wall of Death
Tel.: (904) 677-1550

Jackson Hole Saloon
1081 N. U.S.1, Ormond Beach
Live music, BBQ, free beer hour daily, wet T contests
Tel.: (904) 673-6996

Last Resort
5812 Ridgewood Ave. (U.S.1), South Daytona
Daily live bands, vendors, entertainment
(904) 761-5147

Main St. Cafe/Al's Alley Pub
821 Main St., D.B.
A busy place, lotsa music
Tel.: (904) 257-2323

Molly Brown's
542 Seabreeze Blvd., D.B.
Strippers, strippers, strippers...
Tel.: (904) 255-5966

Pandora's Box
319 2nd Ave., D.B.
Strippers and more
Tel.: (904) 252-9163

Ringside
116 E. Dunlawton Ave., South Daytona
Boxing ring, Miss Daytona Bike Week contest (1st prize: Bahamas cruise for two), $1.50 beer, BBQ, and more
Tel.: (904) 788-6633

Shark Lounge
730 Int'l. Speedway Dr., D.B.
Strippers galore
Tel.: (904) 258-1230

Shingle Shack
640 N. Ridgewood, South D.B.
Strippers, etc.
Tel.: (904) 252-3584

Smiley's Tap
1161 N. U.S.1, Ormond Beach
Just like last year: lotsa stuff happening
Tel.: (904) 677-9609

Sopotnick's Cabbage Patch
549 Tomoko Farm Rd., New Smyrna Beach
Daily bands, two-wheel camping ($5/day), and more
Tel.: (904) 427-2659

Squeeze Inn Pub
5005 S. Ridgewood Ave. (U.S.1), South Daytona
Drink specials, bands, contests
Tel.: (904) 760-2564

Willy's Motorcycle World
566 Ballough Rd., Daytona Beach
Collector bikes on display
Tel.: (904) 253-2100

SWAP MEETS

Spider's Swapatona Motorcycle Swap Meet
(6 acres of motorcycle parts and accessories)

Daytona Flea Market
Where: I-95 and U.S. 92, D.B., 1 mile west of Daytona Int'l Speedway
When: daily, 10 a.m.-6 p.m.
Tel.: (800) 262-6946

Daytona Beach Swapmeet
Where: Volusia County Fairgrounds, DeLand
When: 10 a.m.-6 p.m., Thurs.-Sun., March 5-8
Tel.: (301) 336-2100

CALENDAR OF EVENTS, FEBRUARY 26 THROUGH MARCH 8

February 26-March 8
Daytona International Speedway
Int'l Speedway Blvd. (1 mile east of I-95), D.B.
Daytona 200 Week; 4-Day Behind the Scenes; Ticket $35; 7-Day Super Star Fan Ticket $125; ticket information: (904) 252-BIKE

February 26-28
Practice for Championship Cup Series
Daytona Int'l Speedway
Tel.: (904) 252-BIKE

Friday, February 27
Boot Hill Saloon
Acclimation Party—acclimate 'til you drop
Tel.: (904) 258-9506

February 27-28
Gilly's Pub 44
"Blow-Out Party." Live bands, vendors, food, contests, prize giveaways—all day and night
1889 SR 44, New Smyrna Beach
Tel.: (904) 428-6523

February 28
Boot Hill Saloon
The Party Begins
310 Main St.
Tel.: (904) 258-9506

March 3 - 7
Harley-Davidson of Daytona Beach
Motorcycle Show
Ocean Center, D.B.
Tel.: (904) 254-4500

Gilly's Pub 44
Miss Jim Beam Contest, 2 p.m.; Lady Riders Appreciation Day, 3 p.m.; Ladies Tattoo Contest, 10 p.m.; cash & prizes; bands all day, featuring Burnt River
1889 SR 44, New Smyrna Beach
Tel.: (904) 428-6523

Boot Hill Saloon
Brews & Blues Day
310 Main St.
Tel.: (904) 258-9506

Sunday, March 1
Gilly's Pub 44
Bike Week Kick-Off Party
Live bands all week
1889 SR 44, New Smyrna Beach
Tel.: (904) 428-6523

Boot Hill Saloon
Longest Beard Contest
310 Main St.
Tel.: (904) 258-9506

Daytona International Speedway
CCS/NASB/FUSA Motorcycle Races
Championship Cup Series, H-D Twin Sports, Buell Lightning Series, Int'l Grand Prix, EBC Brakes Sport Bike, Formula USA
Tel.: (904) 252-BIKE

23rd Annual Pig Roast
Smiley's Tap
1161 N. U.S.1, Ormond Beach
Tel.: (904) 677-9609

March 2-March 6
9th Annual Brute Horsepower Shoot-Out
AMI Campus, 9:30 a.m.-4 p.m.
3042 W. Int'l Speedway Blvd. (I-95 and U.S. 92), D.B.
Tel.: (904) 255-0295

March 2-March 6
AMI Campus
Open house and tours, 9 a.m.-5 p.m.
3042 W. Int'l Speedway Blvd., D.B. (I-95 and U.S. 92)
Tel.: (904) 255-0295

Monday, March 2
Gilly's Pub 44
Ladies Arm Wrestling Contest, 2 p.m. cash & prizes; hot legs contest, 10 p.m.; live bands all day and night
1189 SR 44, New Smyrna Beach
Tel.: (904) 428-6523

Boot Hill Saloon
Biggest Belly Contest
310 Main St.
Tel.: (904) 258-9506

Daytona International Speedway
AHRMA Vintage Road Races & Battle of the Legends, Round 1
Tel.: (904) 252-BIKE

Daytona International Speedway
AHRMA Vintage Road Races & Battle of the Legends, Round 2, Tel.: (904) 252-BIKE

March 4-7
Bikers Ball
Sponsored by *Easyriders/VQ*, to benefit Boys & Girls Club of America. Last year, 200+ people opened their hearts and wallets to the tune of $75,000! Kick-off party, casino action, ride your bike around the Daytona Int'l Speedway track, plus the famous Black Leather & Tie Bikers Ball! Tickets are $500 for all 3 days, $250 for ball only; must be purchased in advance.
Info: Carrie Repp (800) 962-2420

Wednesday, March 4
Spider's Show of World's Most Unusual Motorcycles
Daytona Flea Market
Tel.: (800) 262-6946

Boot Hill Saloon
Miss Boot Hill Contest
310 Main St.
Tel.: (904) 258-9506

Gilly's Pub 44
Miss Budweiser Contest, 2 p.m.; Men's Tattoo Contest, 11 p.m.; Ladies Arm Wrestling, 2 p.m.; cash & prizes
1889 SR 44, New Smyrna Beach
Tel.: (904) 428-6523

Daytona International Speedway
AMA Pro Road Races
Tel.: (904) 252-BIKE

Thursday, March 5
Mark Martin's Klassix Auto Museum
2909 W. Int'l Speedway Blvd., D.B.
Indian & Classic American Iron Daytona Rally. Open to American-made bikes 20 years or older: field events, bike show, more. $10 admission. Gates open at 10 a.m.
Tel.: (904) 252-3800

Gilly's Pub 44
16th Annual Bike Bash, noon till midnight
1889 SR 44, New Smyrna Beach
Tel.: (904) 428-6523

Boot Hill Saloon
Women's Tattoo Contest
310 Main St. Tel.: (904) 258-9506

Daytona International Speedway
Arai Qualifying Day for the Daytona 200 By Arai AMA Superbike Classic
Tel.: (904) 252-BIKE

Friday, March 6
Easyriders Boardwalk Classic
Custom Bike Show & Calendar Girl Contest, sponsored by *Easyriders*, *Easyriders* Roadblock, and the Daytona Boardwalk Merchants. Sixty trophies; winning bike and girl will be featured in the *Easyriders* calendar; over $1000 in cash & prizes. *Easyriders* editor Keith R. Ball will be there to autograph his new book, *Oulaw Justice*.
Daytona Beach Boardwalk
Hours: bike registration, 8 a.m.-10 a.m.; Calendar Girl Contest registration, all day; bike show awards, 4 p.m.; Calendar Girl Contest, 4:30 p.m.
Info: *Easyriders* of Daytona, (904) 238-1645.

Mark Martin's Klassix Auto Museum
2909 W. Int'l. Speedway Blvd., D.B.
British & European Bike Daytona Rally. Open to all British & European bikes, old & new. Field events & bike show. $10 admission. Gates open at 10 a.m.
Tel.: (904) 252-3800

Boot Hill Saloon
Men's Tattoo Contest
310 Main St.
Tel.: (904) 258-9506

Gilly's Pub 44
Miss Jim Beam Contest, 2 p.m.; Miss Bike Week Contest, midnight; Ladies Arm Wrestling Championship, 2 p.m.; cash and prizes.
1889 SR 44, New Smyrna Beach
Tel.: (904) 428-6523

Daytona International Speedway
Super Sport Final/Battle of the Legends Round 3; 36th Annual Int'l Lightweight 100k AMA 250 Grand Prix Race & 11th Annual Teamline 750 SuperSport Race
Tel.: (904) 252-BIKE

Daytona Beach Municipal Stadium
8th AMA National Hot-Shoe Dirt Track Race
Tel.: (904) 252-BIKE

March 6 -7
Daytona Municipal Stadium
Championship Dirt Track Races
Tel.: (904) BIKE

Biker Jam
Splash Pool Bar, Adam's Mark Hotel, 100 N. Atlantic Ave., D.B.
3 p.m. until ?
Tel.: (904) 254-8200

Boot Hill Saloon
Brew Blaster Party. Budweiser, Proud to be Your Bud ... Bikers!
310 Main St.
Tel.: (904) 258-9506

Gilly's Pub 44
Wet T-shirt Contest,11 p.m. Serenity House motorcycle giveaway at midnight
1889 SR 44, New Smyrna Beach
Tel.: (904) 428-6523

Daytona Beach Municipal Stadium
10th Annual AMA Grand National Kickoff
Tel.: (904) 252-BIKE

Easter Seals Harley Give-Away
Rat's Hole Show, Ocean Center, D.B., 5 p.m.
First prize: 1998 Heritage Softail Classic with trailer & $1,000! Tel.: (904) 255-4568

Mark Martin's Klassix Auto Museum
2909 W. Int'l Speedway Blvd., D.B.
Classic & Custom Bike Daytona Rally, new & old. $10 admission. Gates open at 10 a.m..
Tel.: (904) 252-3800

New Smyrna Speedway
(Rt. 415 and Rt. 44)
Motorcycle Demolition Derby Thrill Show, 8 p.m. Party, live band, (discount tickets At Gilly's Pub 44) *Easyriders* T-shirts, hats, leathers, and more.
Tel.: (904) 238-1645

26th Annual Rat's Hole Show
At Ocean Center, north parking lot, D.B.
8 a.m. until dusk, sponsored by *Easyriders*.
Tel.: (813) 327-0667

Sunday, March 8
Daytona International Speedway
12th Annual 600 SuperSport Int'l Challenge 100k & 57th Daytona 200 By Arai AMA Superbike Classic
Tel.: (904) 252-BIKE

Blessing of the Bikes
St. Paul's Catholic Church
U.S. 1, D.B. 7:30 a.m.
Ride to Bellair Plaza for parade start.
Tel.: (904) 255-0981

Annual Harley-Davidson Parade
9 a.m., leaves from Bellair Plaza
Tel.: (904) 255-0981

Gilly's Pub 44
"Hasta Luego Party"
Contests, prizes, live bands all day.
See ya next year!
1889 SR 44, New Smyrna Beach
Tel.: (904) 428-6523

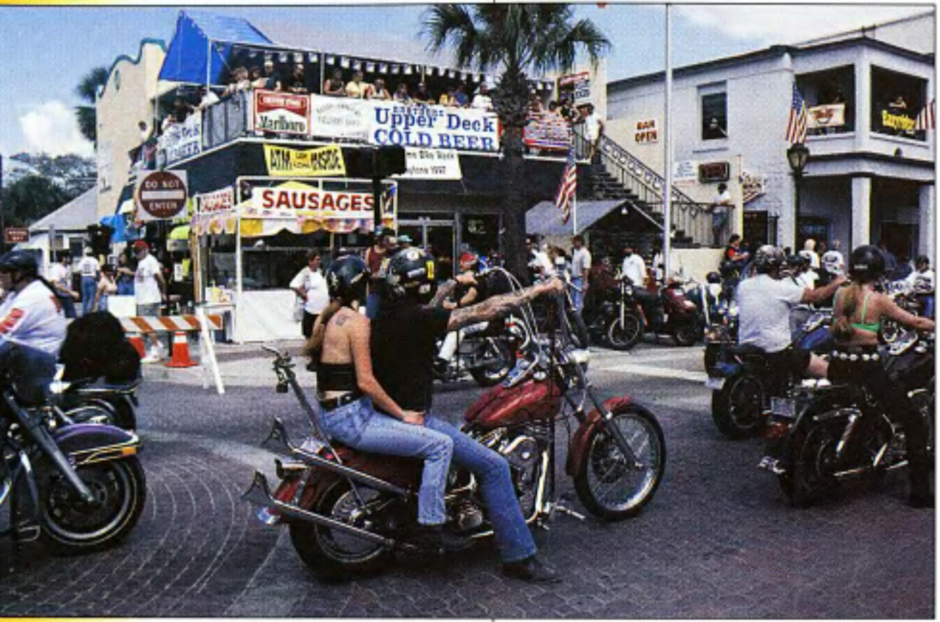
BIKE TRANSPORTATION

Goldrush Motorsports
If you've just gotta make it to Daytona, but your boss won't let you go early enough, call Ken Gold and company: (702) 255-2808, fax: (702) 255-7364.

Roger's Trucking
Daytona Beach International Airport

Amtrak
(800) USA-RAIL

Ride Other People's Bikes
OK, I admit it, it's not very biker-like, but sometimes, ya just gotta do what ya gotta do. And American Bike Leasing can help you lease the bike of your dreams without a major cash outlay. Call: (212) 685-3100.



Or try Rebel Motorcycle Rental. They're at Orlando Airport and specialize in H-D rentals during Bike Week. Call (888) SD-REBEL before February 23, 1998.

SHOPS & PARTS

Choppers World
618 Main St., D.B.
Tel.: (904) 252-1922

Daytona Harley-Davidson
290 N. Beach St., D.B.
Tel.: (904) 253-BIKE

Miller's Custom Parts for your Harley-Davidson
Open all year (not just Bike Week)
1863 S. Ridgewood Ave. South Daytona
Tel.: (904) 761-0858

Peen's Precision Motors
420 N. Beach St., D.B.
(904) 252-9569

Robison's Motorcycles
508 U.S. 98, D.B.
Tel.: (904) 255-6788

Russell's Cycle Care
2514 N. Dixie Freeway (U.S.1), New Smyrna Beach
Tel.: (904) 427-6001

Slick Cycle Tony's Hacienda
207 Dunlawton Ave. (U.S. 1 & Rt. 421) Port Orange
Tel.: (904) 760-4456

TOWING/BROS CLUB SERVICE

If ya wanna do it the right way, which is to say, the right way in the face of the unexpected happening to ya, it might be a good idea to get some insurance the Bros Club way: investing at minimal financial cost with maximum return potential. What I'm trying to say is: Do what thousands of others have done before you and join the Bros Club, and you won't have to worry about a little thing like a breakdown turning into a major headache. By joining the Bros Club, you are ensuring yourself the best help a rider on the road can have, 24 hours a day, seven days a week. All ya gotta do is call (800) 325-9028, and you'll have access to more than 12,000 affiliates able to pick you up and dust you off (read that as tow your sled) at your beck and call throughout the 48 contiguous states, Alaska and parts of Canada.

If you haven't joined yet but are thinking about it, just call (800) 547-2767, and our friendly operators will surely sweet talk ya into it.

EXHIBITORS

At deadline, not all exhibitors were 100 percent confirmed, so this list is a bit limited. But H-D of Daytona Beach, for example, assured me that there would be at least 98 exhibitors at their Ocean Center alone. So even if I had all the companies' names, there wouldn't be enough room on these pages.

Carl's Speed Shop
American Quantum Cycles
Andrews Cams
Barnett Clutches & Cables
Eurocomponents, Inc.
Genuine James Gaskets
Khrome Werks
Landmark Manufacturing
Powder House of Daytona
Pure Steel Custom Motorcycles
Russell Performance
S&S Cycle
Storz Performance

Main Street
ABBS/Guard Dogs
Corbin Pacific
Easyriders Store
Gypsy Leather
J&P Cycles
JayBrake
Kannon Motorcycles, Inc.
2 Wheelers M/C Shop
Tombstone Silverworks

Highlander Outpost
1821 S. Ridgewood Avenue
MB & Strings
Mid Usa
RC Components
Renegade Airbrushing
V-Thunder

Iron Horse Saloon
1070 North US Hwy. 1
American Eagle Motorcycles
Desperado Motor Racing & Motorcycles
Easyriders Truck
Wanner Associates

Daytona Harley-Davidson
29 N. Beach St.
Aerocharger
S100-Brookside Imports
American Eagle Leatherworks
American Licensed Products
Avital Motorcycle Security
Boss Hoss V8 Cycles
Carolina Gold Plating & Pinstriping
Chariot Trailers
Conch Republic Collections
Cool Sac
Crane Cams
Custom Gold
Dash Specialties
Dunwell Jacks
Edelbrock
Franklin Mint
Hot Shot Motorworks
Iron Braid
KüryAkyn USA
Legends Western Store
Lehman Trikes Inc.
Segal Fine Art
Southern Sportswear
TMI Jewelry
Westgate Resorts
White Wolf Knives

Old Daytona Mall
Antelope Creek Leather

AHDRA Drag Races
Orlando Speed World
Hyperformance

Lloyd's Cadillac Dealership
354 N. Beach St.
AB Tech
Arlen Ness
Big Dog Motorcycles
Chrome Specialties
Cometic Gaskets
Compu-fire Performance
Danny Gray Seats
Hallcraft's Wheels
Jims Machine
Joker Machine
Mikuni Carburetors
Milwaukee Iron
Nempco
Performance Machine
Pro One
PTS Cycle Accessories
Samson Exhaust
T.P. Engineering
Wiseco Pistons

Miller's Custom Parts/Sonny's BBQ
1863 Ridgewood Ave.
American Legend Motorcycle Trailers Inc.
Drag Specialties
Hooker Headers
Howard's Horns
Mustang Seats
National Windshield
Saddlemen by Travelcade
Titan Motorcycles of America
Vance & Hines

Camel Roadhouse
291 N. Beach St.
Eric Herrmann Studios

Last Resort
5812 Ridgewood Ave (US 1)
Easyriders Truck

International Speedway Racetrack
Victory Motorcycles
National Cycle, Inc.

American Motorcycle Institute
3042 W. Int'l Speedway Blvd.
Klotz Special Fomula Products
Brute Horsepower Shootout

Rat's Hole Bike Show
Harlesville Motorcycle Co.

Miscellaneous
Bikers Depot
812 Int'l Speedway

The Trike Shop Of Daytona Beach
410 N. Beach St.

CAMPGROUNDS

ABATE of Florida
Info: (407) 668-5006

Coastal Oaks Recreation Association
Info: (800) 741-0124

Crazyhorse Campgrounds & Saloons
Info: (888) GET-CRAZY or (888) 438-2729

Daytona Beach Campground
Info: (904) 761-2663

Kampgrounds of America (KOA)
Info: (904) 755-3996

Bike-only Camping/Daytona 200 MC Clubhouse
Info: (904) 672-3927

Sunshine Holiday Camper Resort
Info: (904) 672-3045

NO-TELL HOTELS & MOTELS

Acapulco Inn
2505 S. Atlantic Ave., D.B., (904) 761-2210

Adam's Mark Daytona Beach Resort
100 N. Atlantic Ave., D.B., (904) 254-8200

Aladdin Inn
2323 S. Atlantic Ave., D.B. Shores, (904) 255-0476

Bahama House
2001 S. Atlantic Ave., D.B. Shores, (904) 248-2001

Beachcomber Oceanfront Inn
2000 N. Atlantic Ave., D.B., (904) 252-8513

Beacon by the Sea
1803 S. Atlantic Ave., D.B., (904) 255-3619

Best Western Aku Tiki Inn
2225 S Atlantic Ave., D.B. Shores, (904) 252-9631

Best Western LaPlaya Resort
2500 N. Atlantic Ave., D.B., (904) 672-0990

Best Western Mayan Inn Beachfront
103 S. Ocean Ave., D.B., (904) 252-0584

Capri Motel
832 N. Atlantic Ave., D.B., (904) 252-2555

Captain's Quarters Inn
3711 S. Atlantic Ave., D.B., (904) 767-3119

Casa Del Mar Beach Resort
621 S. Atlantic Ave., Ormond Beach, (904) 672-4550

Castaways Beach Resort
2043 S. Atlantic Ave. D.B. Shores, (904) 254-8480

Coquina Inn
544 S. Palmetto Ave., D.B., (904) 254-4969

Coral Beach Motel
711 S. Atlantic Ave., Ormond Beach, (904) 677-4712

Days Inn Oceanfront Central
1909 S Atlantic Ave., D.B., (904) 255-4492

Days Inn Tropical Seas Oceanfront Hotel
3357 S Atlantic Ave., D.B. Shores, (904) 767-8737

Daytona Beach Hilton Resort
2637 S. Atlantic Ave., D.B., (904) 767-7350

Daytona Inns
219 S. Atlantic Ave., D.B., (904) 252-3626

Daytona Welcome Center
616 S. Atlantic Ave., Ormond Beach, (904) 767-5620

Del Aire Motel
744 N. Atlantic Ave., D.B., (904) 252-2563

El Caribe Motel
2125 S. Atlantic Ave., D.B., (904) 252-1558

Esquire Motel
422 N. Atlantic Ave., D.B., (904) 255-3601

Fountain Beach Resort
313 S. Atlantic Ave., D.B., (904) 255-7491

Hawaiian Inn
2301 S. Atlantic Ave., D.B., (904) 255-5411

Holiday Inn DeLand
350 E. Int'l Speedway Blvd., DeLand, (904) 738-5200

Holiday Inn Kennedy Space Center
4951 S. Washington Ave., Titusville, (407) 269-2121

Holiday Inn Oceanfront
2560 N. Atlantic Ave., D.B., (904) 672-1440

Holiday Inn SunSpree Resort
600 N. Atlantic Ave., D.B., (904) 255-4471

Indian River Inn & Conference Ctr.
1210 S. Riverside Dr., New Smyrna Beach
(904) 428-2491

Indigo Lakes Holiday Inn
2620 W. Int'l Speedway Blvd., D.B., (904) 258-6333

Magic Carpet Motel
2601 S. Atlantic Ave., D.B., (904) 767-7312

Majesty's Court - Fiesta Motel
999 N. Atlantic Ave., D.B., (904) 252-1404

Ocean Jewels Club
935 S. Atlantic Ave., D.B., (904) 252-2581

Ocean Sands Hotel
1024 N. Atlantic Ave., D.B., (904) 255-1131

Ocean Villa Motel
828 N. Atlantic Ave., D.B., (904) 252-4644

Oceans Eleven Resorts, Inc.
2025 S. Atlantic Ave., D.B. Shores, (904) 257-1950

Palm Circle Villas
2327 S Atlantic Ave., D.B., (904) 255-4004

Palm Plaza Oceanfront Motel
3301 S Atlantic Ave., D.B. Shores,(904) 767-1711

Perry's Ocean Edge
2209 S Atlantic Ave., D.B., (904) 255-0581

Pier Side Inn
3703 S. Atlantic Ave., D.B., (904) 767-4650

Ponce De Leon Motel
3425 S. Atlantic Ave., D.B., (904) 767-1511

Quality Inn on the Beach
1615 S. Atlantic Ave., D.B., (904) 255-0921

Ramada Inn Resort Oceanfront
2700 N. Atlantic Ave., D.B., (904) 672-3770

Ramada Inn Speedway
1798 Int'l Speedway Blvd., D.B., (904) 255-2422

Ramada Inn Surfside
3125 S. Atlantic Ave., D.B. Shores, (904) 788-1000

Ramada Limited
1000 N. Atlantic Ave., D.B., (904) 239-9795

Rodeway Inn Oceanfront
1299 S. Atlantic Ave., D.B., (904) 255-4545

Sea Breeze Motel
1108 N. Atlantic Ave., D.B., (904) 252-4363

Seagarden Inn
3161 S. Atlantic Ave., D.B., (904) 761-2335

Seashore Motel
320 N. Atlantic Ave., D.B., (904) 253-9708

Shoreline Motel
2435 S. Atlantic Ave., D.B. Shores, (904) 252-1692

Sun Viking Lodge
2411 S Atlantic Ave., D.B. Shores, (904) 252-6252

Super 8 - Speedway
2992 W Int'l Speedway Blvd., D.B., (904) 253-0643

Super 8 - Speedway/Shivan, Inc.
1608 N. U.S. 1 Ormond Beach, (904) 672-6222

Treasure Island Inn
2025 S. Atlantic Ave., D.B. Shores, (904) 255-8371

Tropical Manor Motel
2237 S. Atlantic Ave., D.B. Shores, (904) 252-4920

Tropical Winds Oceanfront Hotel
1398 N. Atlantic Ave., D.B., (904) 258-1016

Villager Lodge
700 N. Atlantic Ave., D.B., (904) 255-3411

Whitehall Hotel/Conference Center
640 N. Atlantic Ave., D.B., (904) 258-5435

ODDS & ENDS

Last, but not least, here's a short list of some things I've picked up along the way. Since they're from different, indirect sources, I won't guarantee their validity. Check 'em out and let us know what you think.

BEST BURGERS AND LUNCHES

First Turn
5236 South Ridgewood Ave., Port Orange
(904) 788-5434

The Brickyard
(formerly the Flame Lounge)
747 Int'l Speedway Blvd. (US 92), D.B.
(904) 253-2270

Best Seafood
Chases Bar & Restaurant
3401 S. Atlantic Ave., New Smyrna Beach
great seafood, live entertainment daily
Tel.: (904) 423-8787

JB's Fish Camp
two live bands outdoors, full menu, three bars
44 East to A1A to the end of the beach on the river
Tel.: (904) 427-5747

Norwood's Seafood Restaurant
400 Second Avenue
(over the high-rise bridge on the South Causeway)
New Smyrna Beach
Tel.: (904) 428-4621

BREAKFAST

Daytona Beverages Ltd.
Bulow Resort Camping at the Beach,
1328 Flagler Beach, D.B.
Tel.: (904) 439-9200

Gateway Restaurant
219 E. Int'l. Speedway Blvd (Broadway), D.B.
(904) 252-1262

Pat's Riverfront Cafe
3300 South Peninsula Dr., [illegible] a Beach Shores
(904) 756-8070

BEST HAIRDRESSER FOR BIKERS
You know how it is: You've just gotten into town after a long ride, and now you've got a bad case of "helmet-head." It's the worst hair day you've had since the time you accidentally shampooed your hair with Loctite, thinking it was the shampoo sample from last year's Daytona hotel room. But don't fret, your dinner date with that hard belly you just ran over is saved (and they'll even give ya a manicure, just in case).

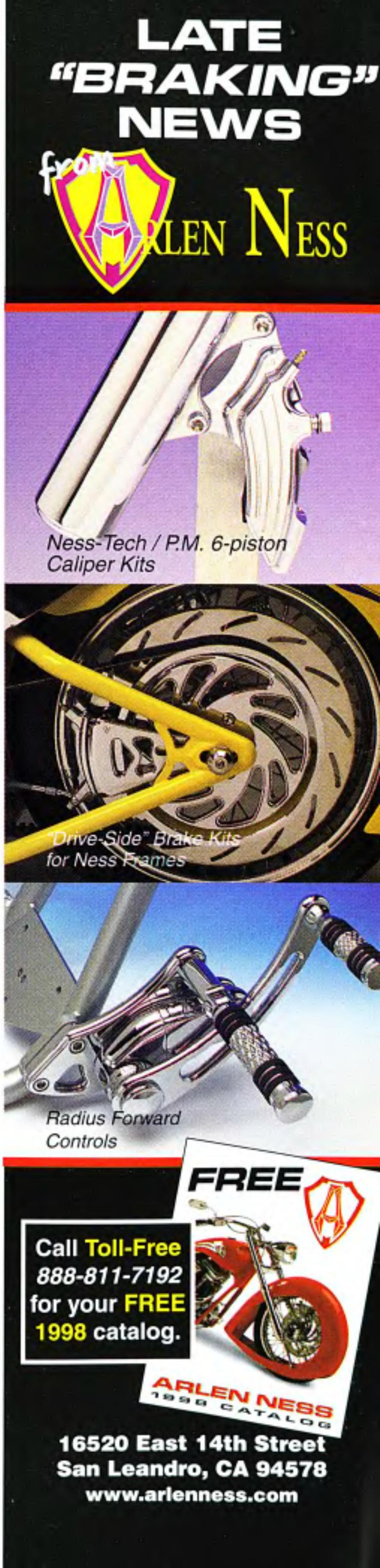
Cherises Hair & Nails
3612 S. Atlantic Ave., D.B.
Tel.: (904) 760-2035

BEST RIDE IN THE LOOP
It's like no other ride. It's freedom, sunshine, open road and graceful curves. It's called the Loop and for motorcycle enthusiasts everywhere, it's a rider's dream.

The Loop begins with a northerly trek at the foot of the Granada Bridge on John Anderson Drive in Ormond Beach. Going north, riders are greeted by a cathedral of trees up to the Highbridge Road where they hang a left (to go west) and go over the bridge and the Intracoastal Waterway (the Halifax River). There are several places to stop along the way and just enjoy the Florida countryside. After more winding turns, you'll come upon Walter Boardman Road where you will make another turn that takes you farther west to Old Dixie Highway. When you reach Old Dixie Highway, take another left (to go south) toward Ormond Beach.

POCKET GUIDE
For the complete guide to Bike Week activities pick up a copy of the "Official Bike Week Pocket Guide" available upon arrival in the Daytona Beach area. This guide will be distributed by area businesses, the Welcome Center on Main Street, and the Chamber of Commerce, Daytona Beach/Halifax Area, 126 East Orange Ave., Daytona Beach, (904) 255-0981.

Well, folks, that's all she wrote for this year. Here's hoping you'll be having a blast of a good time. But remember one cautious word of advice from the ol' Baron: "If you remember the party, you weren't there!" ⊙



Photos: Chris Cornett

eye strain
From The Great White North

The news from the Doc was not good.

"Mister Trash, in all my years as an eye surgeon, I've never encountered anything quite so puzzling as your case. A microscopic examination of your eyeballs has revealed the existence of a rare phenomena we call "Screen Burn."

I gasped. "Screen burn? You mean like when you're peepin' through your sexy neighbor's mobile home window, trynna figure out which brand of soap she's using in the bathroom, and the metal screen crosshatches press funky lookin' designs into your face for the next three days?"

"You're close, son. What I'm talking about actually happens when you look at something too long, and the image literally fries into your eyeballs and won't go away. It happens on computer screens all the time. An image is left on, and it burns into the viewer ... forever."

I was somewhere between stunned and relieved. "So, you're saying that these naked women I've been seeing everywhere lately are not hallucinations like I thought, but are actually pictures kinda implanted on my eyes?"

"...that are not easily removed by surgery," the Doc added. "The only way to cure it is for you to stop staring at naked women, especially their breasts. The damage is not permanent yet ... but you are dangerously close to the point of no return."

Holy shit ... might as well point a speargun at my lap and yell, "Thar she blows!" What the hell was I gonna do? The problem had gotten out of hand, though. For weeks, I couldn't open or close my eyes without seeing beckoning flesh, well-oiled thighs, sensuous lips and hips ... and of course, tits. I really thought I was losing my mind, but then the Doc had figured it out, sorta.

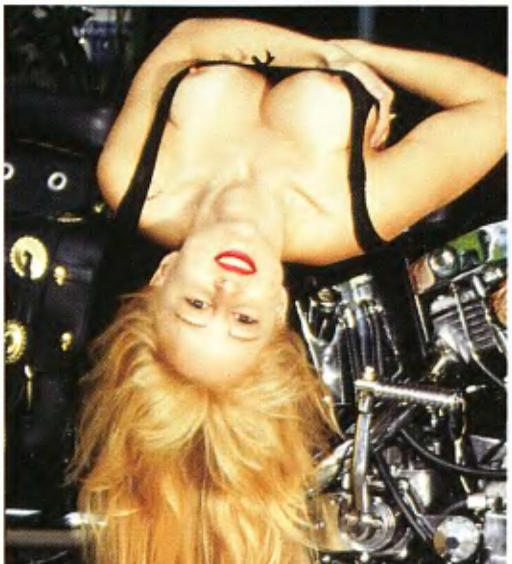
As usual, a therapeutic ride seemed to offer the only hope. Fine. I'd take a few weeks off, go see the countryside, and let things clear up. Then, I'd come back and begin my new life ... as a fuckin' monk!

The only place on the map where I figured there wouldn't be too many women this time of year was Canada. I'd never heard much about 'em up there, so it seemed like a plan. British Columbia wasn't too far a haul, so I fired up my Sportster, Incentive, and headed the hell out.

Four days later, I ripped across the Canadian border, and sure enough, the images began to fade. Moose looked like moose, birds looked like birds, and trees looked like Jenny McCarthy and Demi Moore. Life was getting better ... until a back road I took lead me to the pack of wild, naked women on bikes you see before you! Fucked me up all over the place! Some place called Slack Alice's, a fuckin' bike show out in the middle of geese-honkin', maple syrup spreadin' no*where*! Tits, tits, tits, tits, tits and *more* tits! Women draped over scooters like rump roast over a Coleman stove!

When I got back, the Doc said the only thing he could do was offer me a risky cornea transplant, so I took it. And here's a first readers: The pictures of these naked women weren't taken with a camera; these are my old corneas, pressed onto a color copy machine and dumped straight into the magazine. The new ones I got are screen-burn resistant, but hey, don't be too surprised if the next batch of shots you see in here looks like a woman throwing a bar of soap.

—Captain Trash



BOLT-ON Performance

Dyna Glide Custom Without Frame Modifications

When Performance Machine, renowned makers of primo wheels, brakes and foot controls, decided to take on Harley's Dyna Glide frame for a project that would be the envy of any builder, some people smirked and thought they had been sniffing a little too much of the old DOT 3.

"It was more like they split a gut," said Ted Sands, vice president, sales and marketing for the LaPalma, California, company. "We saw a lot of guys out there doing a lot of customizing, but very few shops were using Dyna Glides as a platform. 'You can't do much with the Dyna frame,' they said. 'The chassis didn't lend itself to a sleek look,' they said. They were wrong."

"Our main focus," Ted continued, "was to show people how you turn a stock Dyna Glide into a full-blown custom using almost entirely bolt-on parts. As you can see, you can do a lot."

Although there presently isn't a big aftermarket for the less-than-popular frame, this bike is 95 percent bolt-on, according to Ted. "We put this beauty together without modifying the frame or swingarm, and utilizing about $7,000 worth of catalog parts." The bike's price tag inflates to $38,000 after totaling the cost of a 1994 Dyna Wide Glide, plus engine work, polishing, paint, and chroming.

The Performance Machine bike has been on the show circuit for the past few months. "It's had a great →

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reception," Ted said. "People have been impressed. They would always ask, 'How'd you do that?' They're always surprised to hear there was no cutting or welding."

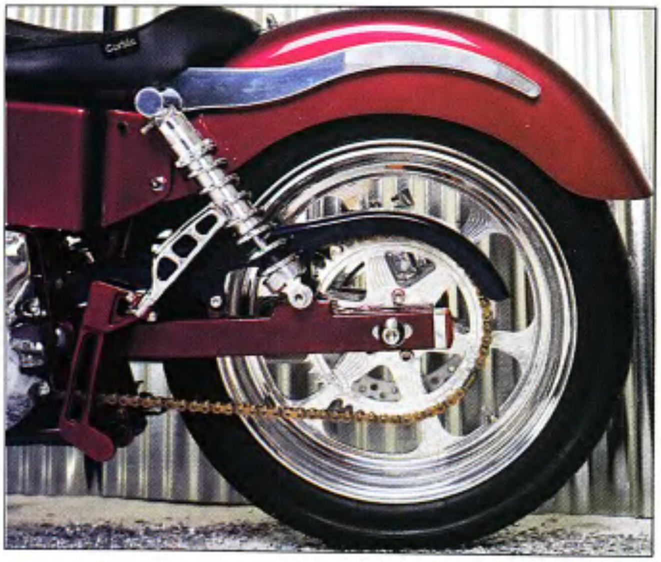
Ted finds that many customers want the cool, custom look, "but they also want a comfortable ride. What they really want is a smooth-running rubbermount that looks sharp and runs strong. The Dyna Glide is very comfortable, and with a little head work, a new cam, carb and pipes, a guy can roll away with a bike that is fun to ride and great to look at."

Performance Machine used an offset tranny sprocket and changed the rear pulley to a chain sprocket in order to use a fat 180 rear tire. "It's definitely the builder's choice," he said. "Everyone seems to like the wide tail end. Many people may not know we sell a wide rear fender conversion kit that works real well." They do now.

Performance Machine is planning to take every 1998 Harley model and "give it the same treatment—show people how they can turn dull stockers into slick customs using relatively low-cost bolt-on parts," he said.

Look for the P.M. machines, and their new line-up of parts, at Daytona, Laughlin, Sturgis, and other major rallies across the U.S. For more information contact Ted Sands at (562) 634-6532.

—*Chaco*



Owner: ....Perry Sands, Performance Machine
City:..........................LaPalma, California

General

Fabrication: ....Performance Machine
Year/make: ....1994 H-D
Model:............FXDWG (Dyna Wide Glide)
Assembly: ....Performance Machine
Chroming:......................Highland Plating

Engine

Year/model: ....1994 Evo
Rebuilder:....H.E.S. (Santa Monica, Calif.)
Ignition: ....Screamin' Eagle dual fire
Displacement: ....80 cubic inches
Lower end: ....stock
Pistons: ....H-D
Cases: ....stock
Heads: ....modified by H.E.S.
Cam:..H.E.S.
Carb:.................................Mikuni HS 42
Pipes: ....Vance & Hines
Modifications:....H.E.S. balancing, Mikuni air cleaner

Transmission

Year:..1994
Modifications: ....polished, Barnett clutch, H.E.S. trans sprocket, wide conversion chain kit

Paint

Molding: ....Damon's (Brea, Calif.)
Painter: ....Damon's
Color/type: ....cool purple/House of Kolor
Special paint: ....graphics by Damon's

Frame

Year/builder: ....1994 H-D
Type: ....Dyna
Shocks:.....................Works Performance
Modifications: ..............P.M. fender struts

Accessories

Bars: ....Drag Specialties
Handlebar controls:.........Drag Specialties
Fenders:......H-D Fat Boy front; P.M. rear
Headlight: ....Headwinds
Taillight: ....Drag Specialties
Pegs: ....P.M.
Foot controls: .................................P.M.
Electrics:...P.M.
Gas tank: ....Battistini's
Oil tank:...stock
Seat: ....Corbin custom
Mirrors:..P.M.
Grips: ....P.M.

Forks

Type:...H-D
Builder:..H-D
Modifications: ....polished, Custom Cycle Engineering triple trees

Wheels

Front

Type:........................P.M. Fusion Twister
Size:...18-inch
Tire:...Avon 130
Brake: ..........P.M. 4-piston direct bolt-on with differential bore (leading piston smaller than trailing piston for smoother grabbing and even pad wear)

Rear

Type:........................P.M. Fusion Twister
Size:...18-inch
Tire:...Avon 180
Brake:..................................P.M. 4-piston
Photos: ....Jim Gianatsis

- Albuquerque
- Atlanta
- Austin
- Bellevue
- Camarillo
- Charlotte
- Chicago
- Cleveland
- Columbus, GA
- Columbus, OH
- Dallas
- Daytona Beach
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- Myrtle Beach
- New Orleans
- Reno
- St Louis
- San Diego
- Santa Cruz
- Scottsdale
- Sturgis
- Cambridge, Ontario

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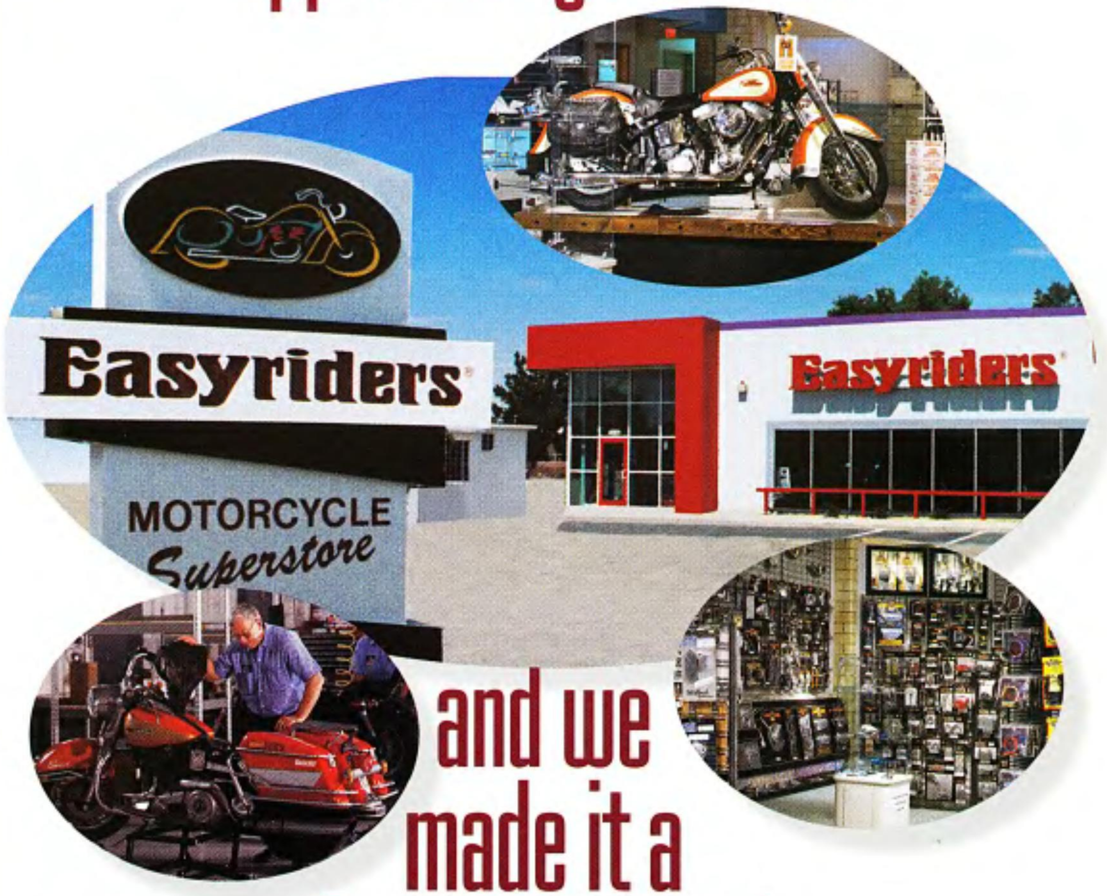
Opportunity knocked



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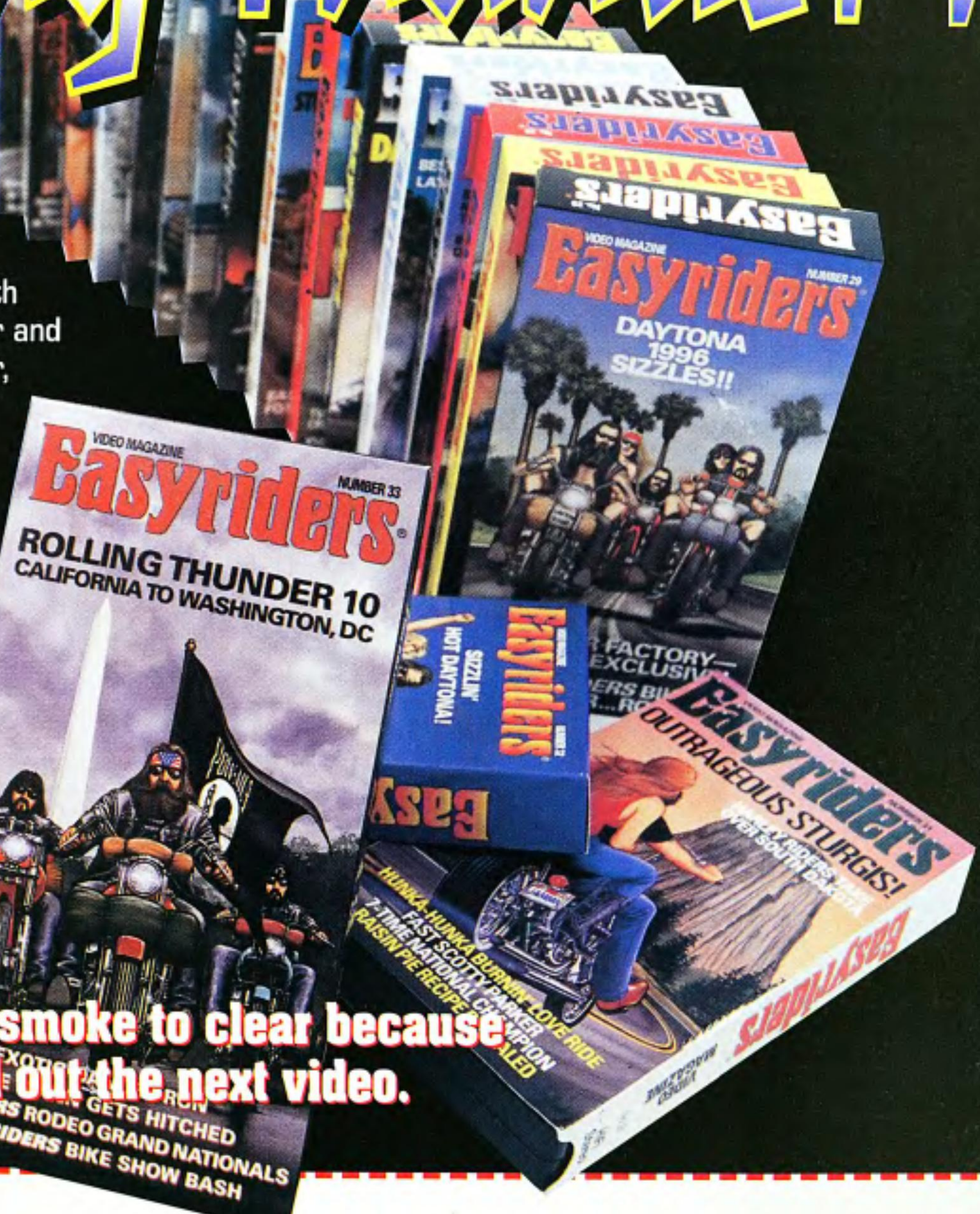

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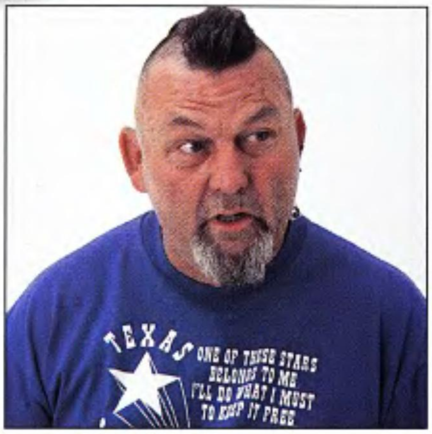
BA297

Easyriders and riding American motorcycles are tantamount to freedom. We've fought to maintain that freedom for 25 years. During the first 10 years of our existence, we, along with all the believers in freedom of the road, deep-sixed all anti-modified motorcycle restrictions and nearly half of all the helmet laws in the country. Then the public burden theory hit, and the battle started all over again. In addition, twice in our history, the federal government passed blackmail legislation to force states to pass helmet laws. Both times that federal legislation was defeated in the courts. Since it was revoked this last time, two states and the island of Guam have repealed their helmet statutes. Texas was the first successful state, and we recently met with the spiritual leader of the movement there. Originally from Oklahoma and a card carrying Indian, Sputnik spent over 300,000 miles in the saddle crisscrossing Texas plains, educating and inspiring riders from all walks of life to step forward and fight at his side. This is his story. —Bandit

Easyriders Interviews the Iron-Fisted Spiritual Leader of the Texas Helmet Repeal

SPUTNIK



ER: In 1994 and 1995 you were successful in placing the helmet law repeal into the Democratic Party platform which ultimately passed the legislature and was signed into law by the governor. Repeals are generally unpopular political moves. How did you do it?

Sputnik: In 1994 we elected 310 delegates to the Democratic Convention. We put the repeal down as one of our resolutions, along with the right to carry a concealed weapon. That passed.

Then my senator introduced the Carrying a Concealed Weapon Bill (CCW) and we won its passage through the legislature. Even though the helmet law repeal became part of the party platform, we didn't win. We lost it by one vote in the Senate. The next year, we worked within the campaign and went back as delegates again, but this time we took over 800 delegates. At that point they realized that we weren't going away. We were successful in our platform and ultimately in introducing and passing the repeal.

ER: Generally free-thinking legislation that involves public responsibility is generated by the Republican Party. Why Democratic delegates?

Sputnik: Our legislation has always, up until this point, been Republican supported. We infiltrated the Democratic Party because we didn't have a problem with the Republicans. Republicans, more or less, see things the way we do. It was a party line issue ... Republicans said, "We're with you." Democrats said, "No." Now we have 800 Democratic delegates. The final vote within the Democratic Party was almost 50-50. The plan worked marvelously.

ER: Since the plan worked terrifically, will you stick with it?

Sputnik: Next, we elect more delegates. We are going to support people who support us. But, ultimately, our goal is to put our people in office because we know we can depend on bikers.

There is no way they can stop us. You figure we have 700,000 licensed motorcycle riders in Texas. We each have five family members or friends who would support us. That's three million votes. In the last elections in Texas there were less people who voted than registered motorcycles and their friends. We've got everything it takes to make it work. If we take over the party, we can congratulate ourselves. If we don't succeed, we've only got ourselves to blame. They can't beat us ... there are too many of us. When you stop and figure out exactly how it works, the fact is that no one really is involved in the political process anymore ... not just bikers—no one. Almost no one votes.

ER: It all sounds so simple, but how did you stumble across this process of building delegates in a party and what motivated you?

Sputnik: Senator Durenburger made a moving speech to us at the '92 NCOM Convention in Atlantic City, in which he said that bikers were the last hope of America to remain a free country, and I believed him. It's true. I know it's true in my heart. So I went home to see if there were some way to make a difference, and I read the U.S. Constitution and the Texas Constitution. But nowhere in the Constitution did it tell me how to fix it. So, I kept reading everything I could get my hands on. And when I read how the election process worked, I decided, that was it. We can do this.

We can do it with no money and we can totally take it over, and that's what I started preaching. I started traveling all over Texas telling people. We can repeal our helmet law. We can make or repeal →

any law we want to. We can put the people in office, and we can totally take over and it's not going to cost us any money.

Here's the key, the polls close at 7 p.m. They take the ballot boxes out, and at 7:15 p.m. the polls reopen so people can vote again on who is going to run the party from their precinct. No one knows this, so no one shows up to vote again. I explained this to my people, and said if we go, we'd win it. And that's how it worked. It worked like a charm. We only ended up with 310 delegates on our first try. But last year I think it was 837 out of 5,800—almost 20 percent.

This year I anticipate roughly 1,200. I'd like to have more, but even if we get 1,200 we are going to be happy because we keep improving.

ER: Is this the best kept secret in Texas, or can this formula apply to other states?

Sputnik: It's the best kept secret anywhere. I was in Nebraska the other day, and they said, *no*, ours are picked. They're not elected, they're picked. So, I asked one of the officials in the government, how this works. He said they are elected by counties. Same way ours are. Those people didn't know it. They had absolutely no idea.

Ultimately our goal is to put bikers in office. That's the only way we can institute change and keep it.

ER: Once you have the delegates in place, how many offices will you seek candidates for?

Sputnik: It's best to run where there is no incumbent, or where we really need to take someone out. If you knock on doors and talk to people like friends, generally seven out ten of them will vote for your candidate. So, we might as well go in and talk to them about ourselves.

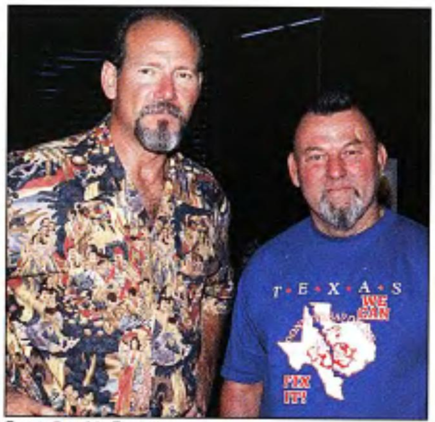
ER: What's next on your legislative agenda?

Sputnik: Campaign work will be next. We've got one particular senator, the one who altered our Texas helmet law, we're going after. We are setting up some people in his district. We can't beat him now, but at least we are going to make him know we were there. I think he won 100,000 votes to 1,600 last time. We'll make a bigger dent in his armor this time. We'll also take on some of the people who were marginal. We'll take them out altogether.

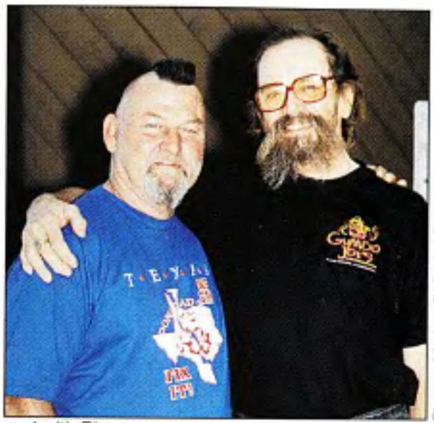
ER: Do you have a bill scheduled for next session?

Sputnik: Our primary bill next session will be anti-discrimination, somewhat similar to California's Unruh Act. We have an attorney right now looking at the Unruh Act and he will see what he can come up with for Texas. That will be our primary bill next year, but we will also try to knock the amendments off our helmet bill. We also have an insurance bill that we introduced this time just to push it out there. We want to write our liability insurance on the driver's license rather than on the vehicle. If you own ten vehicles, you only buy liability one time, and that's it. Then you can drive anything.

It will be a lot cheaper for us and yet we figured out that insurance companies will make more money. We called it a "Total Fault Bill." Everybody pays the same regardless of sex, marital status, and age. If you cause an accident, your premiums go up, but everyone else still stays the same. That way, if it's your fault, you pay.



Sputnik with Bandit ...


and with Rip.

Photos: Markus Cuff, Kim Peterson

ER: Some organizations were critical of the insurance rider on your bill. The MRF even wrote a letter to the Conference Committee recommending that they kill the repeal due to it. What's your response to their actions?

Sputnik: When we had the bill in Conference Committee, honestly, I wanted it to be killed, because I was ready to go to the limit and fight them to the end. It was my test ... would they stand with us or would they not. It reached a point where we weren't even going to get to find out because the lieutenant governor said it wouldn't even go back to the floor unless we made Senator Wentworth happy. So, we were stuck. We weren't even going to get to see how the Senate would vote.

Our association gives me the right to make all decisions, but since I didn't wear a helmet anyway, I felt like it was their decision to make. My decision was to let them vote. I took it to them and they voted to take it. So we took it. I make no excuses for it. We fought a helluva battle, and they threw everything they had against us. But we still actually won it. Because now everybody can ride without a helmet.

In Texas, you are required to carry some form of medical hospitalization insurance that will cover at least $10,000 worth of medical treatment in a hospital if you are injured. It can be anything. It can be the insurance where you work. You can be a member of an HMO, or any type of medical coverage that almost anyone has. And if you ride a motorcycle without it, you're dumb anyway.

It can be a military ID card, VA card, Medicare, Medicaid. Your passenger is covered if you carry liability insurance. Or take the Driver's Education Course, either one, and be 21. But, the rider ed. course (the experienced course) is $25 and that lasts forever. Now, if you want to, you can buy a sticker which costs $5 and is good for three years. You're not required to have that sticker. In fact, I will not buy a sticker, and hopefully a lot of people won't. But if you choose to buy it, the $5 goes into our rider education fund. It does not go to the state. Our helmet bill also added about $240,000 a year to our rider education fund, which is a dedicated fund.

We are not giving the state a damn thing. Nothing, and we wouldn't.

ER: What do you have to say to your detractors?

Sputnik: I will never forgive them. They were way out of line to criticize us. We cannot let motorcycling become top heavy at the national level, like the federal government has become.

ER: What is your position about one state organization meddling in another state organization's affairs?

Sputnik: I don't believe it should happen. The only way I think that one state should be involved with another is by request. My state senator and sponsor of our bill, Senator Patterson, contacted the senators in another state to try to get them to vote for a helmet repeal. But, he did it at the request of the state ABATE leader. We didn't just jump in. They called

and asked if he could call over there, which he did. And he did get some votes.

It's jealousy, and I think it's egos. I think they felt that this would make them important if they could run us down. We also stood with NCOM. I support NCOM. If it wasn't for them, we wouldn't exist. You dance with the one that brung ya. I never would have started this organization had I not gone to an NCOM meeting. The AMA and MRF never gave me an incentive like that. To say we sold out to the insurance companies was ridiculous, because insurance companies didn't want the amendment. They didn't want to insure us medically.

NCOM has done anything we've asked. If it weren't for them, there wouldn't even be a Texas Motorcycle Rights Association right now.

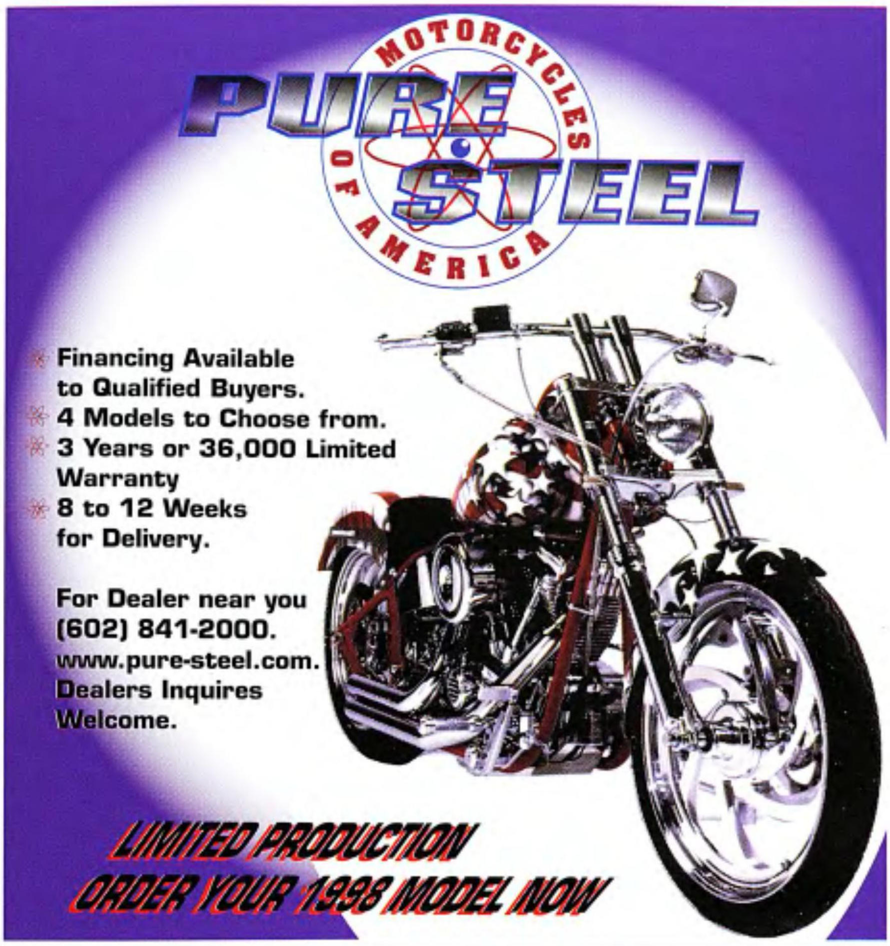
ER: Does your organization work closely with the Confederation of Clubs?

Sputnik: Yes! The Confederation has been a godsend in Texas. I'll guarantee you that. I was in Tulsa when it first started. I think it was in 1993 at the NCOM Convention. I really wasn't too crazy about the Confederation. Then I was in Colorado when they decided to start it in Texas, and I worked with them. We structured it the way it should be, and it's great.

When we had our Legislative Day at the capitol, almost all of the people attending were officers from clubs who came from the Confederation. The Confederation doubled our numbers. I told the senators and representatives that each officer represented all of his members—30,000 dedicated bikers. We had almost 1,000 officers in the room.

ER: You're very strident and we know you're the president of your motorcycle club. Do you run it with an iron fist?

Sputnik: We are, I guess, a republic. I feel like Texas was a republic, so we formed a Republican organization, rather than a Democratic organization. In a republic, you elect your people who will represent you, and then they do so as they see fit. So that's how we set up our club. I get 110 percent out of my club. I expect it, and I'm going to have it. If we have a vote coming up in Austin, and we want the biker support to come down there, I contact my club and I tell them to be there. They know that it's not an invitation to be there, it's instructions to be there. If they are not there, then the next day I will be back to pull their patches. They don't have a choice. And that is the beauty of the confederation, ya know. I believe most all clubs work like that. At least I hope they do.



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IN THE WIND®

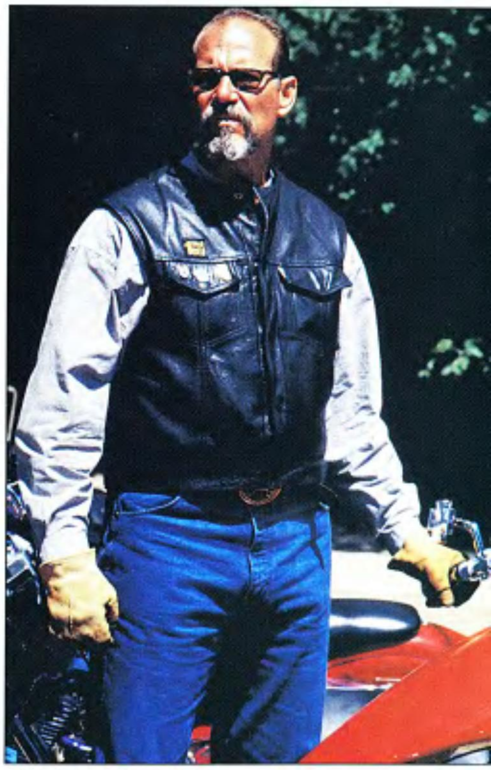
—Todd Ellis and Johanna Brown, Park Rapids, Minn.

—Renée Hendrickson of Glen Davis, 1994 VCMR, Friendsville, Pa.

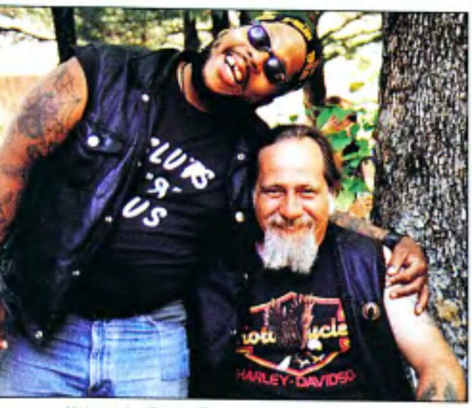
—Gregg Daniel of Knucklehead Andy, Lancaster, Calif.

—Monte, Spring Valley, Ohio

—Judy Brown, Charlotte, N.C.



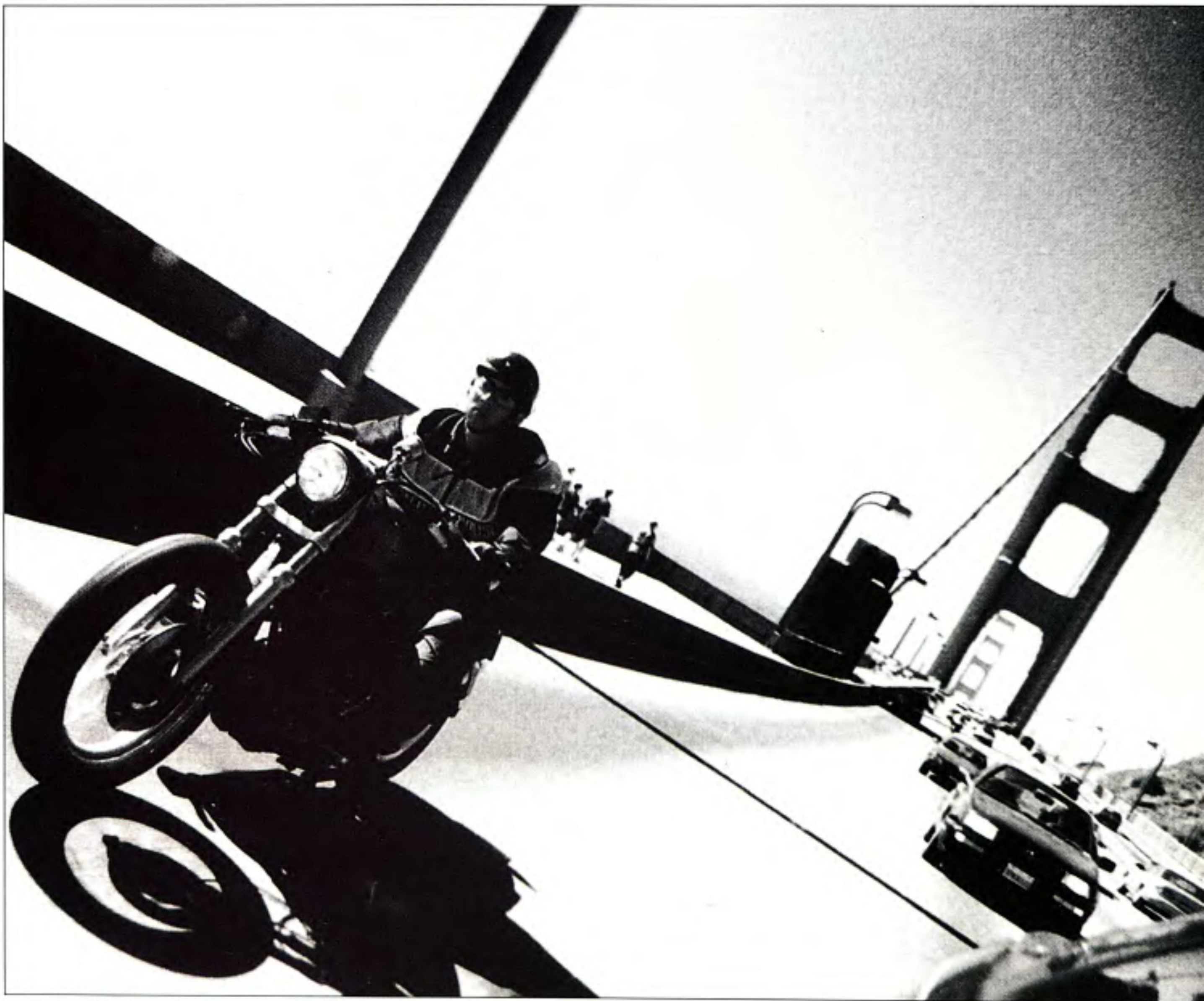
—Mike Lichter, Sturgis, S.D.



—Katmandu, Stuart, Fla.

—Dave Ross, East Greenwich, R.I.

—Jeanne Baker, Toledo, Ohio



—Panay Akarapanich, San Francisco, Calif.

—Judy Brown of Mike and Punk, Salisbury, N.C.

—Shady, Rolling Thunder '97

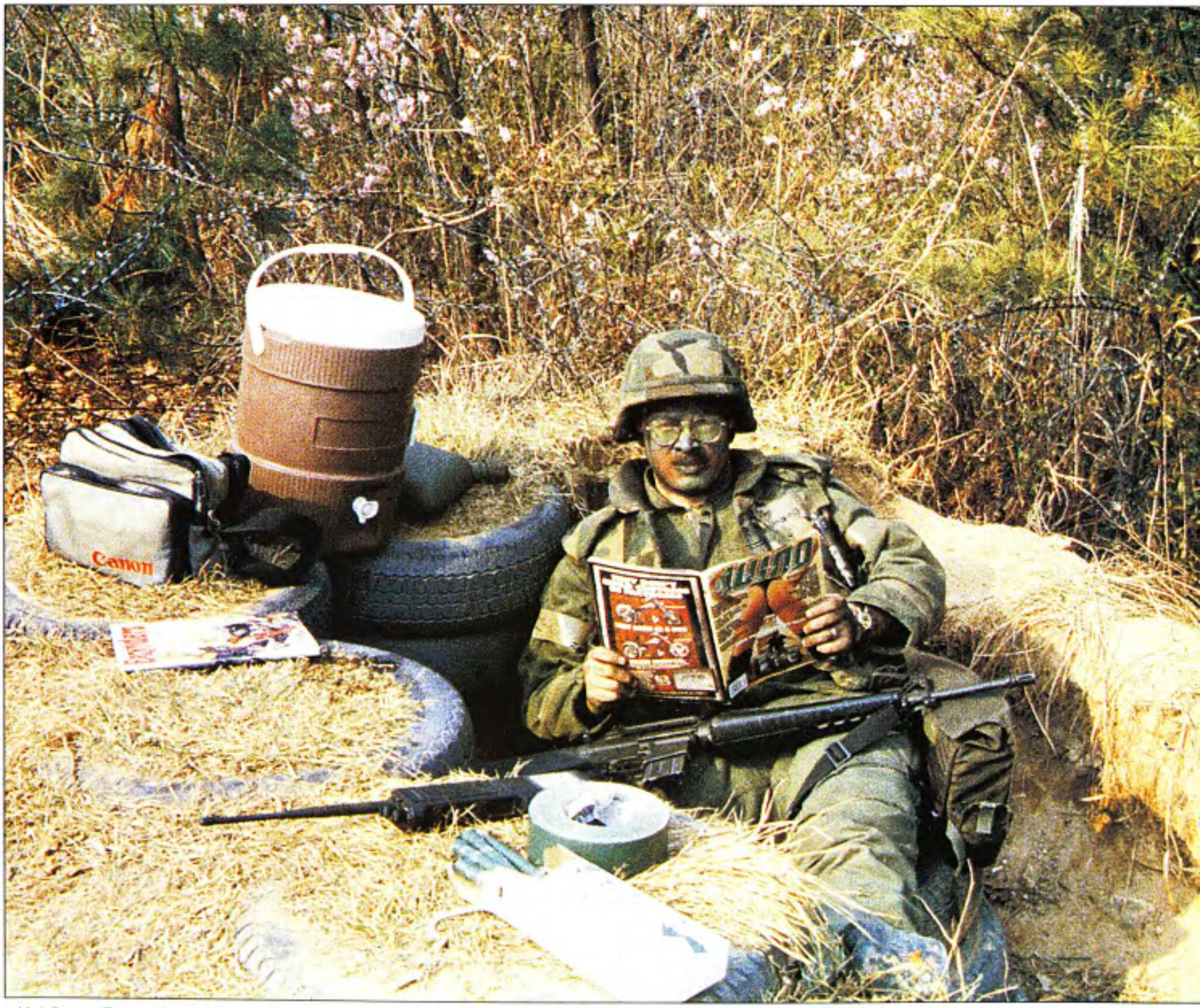
—Bret Brandt, Waterloo, Iowa

—Bruce Beckman and Christy Brown, The Islanders 1996 ABATE party, S.D.

—Dan Roberts, Chillcothe, Ohio

—Mike Brist, Hoquiam, Wash.

—Beaker, Bean Blossom Boogie '97



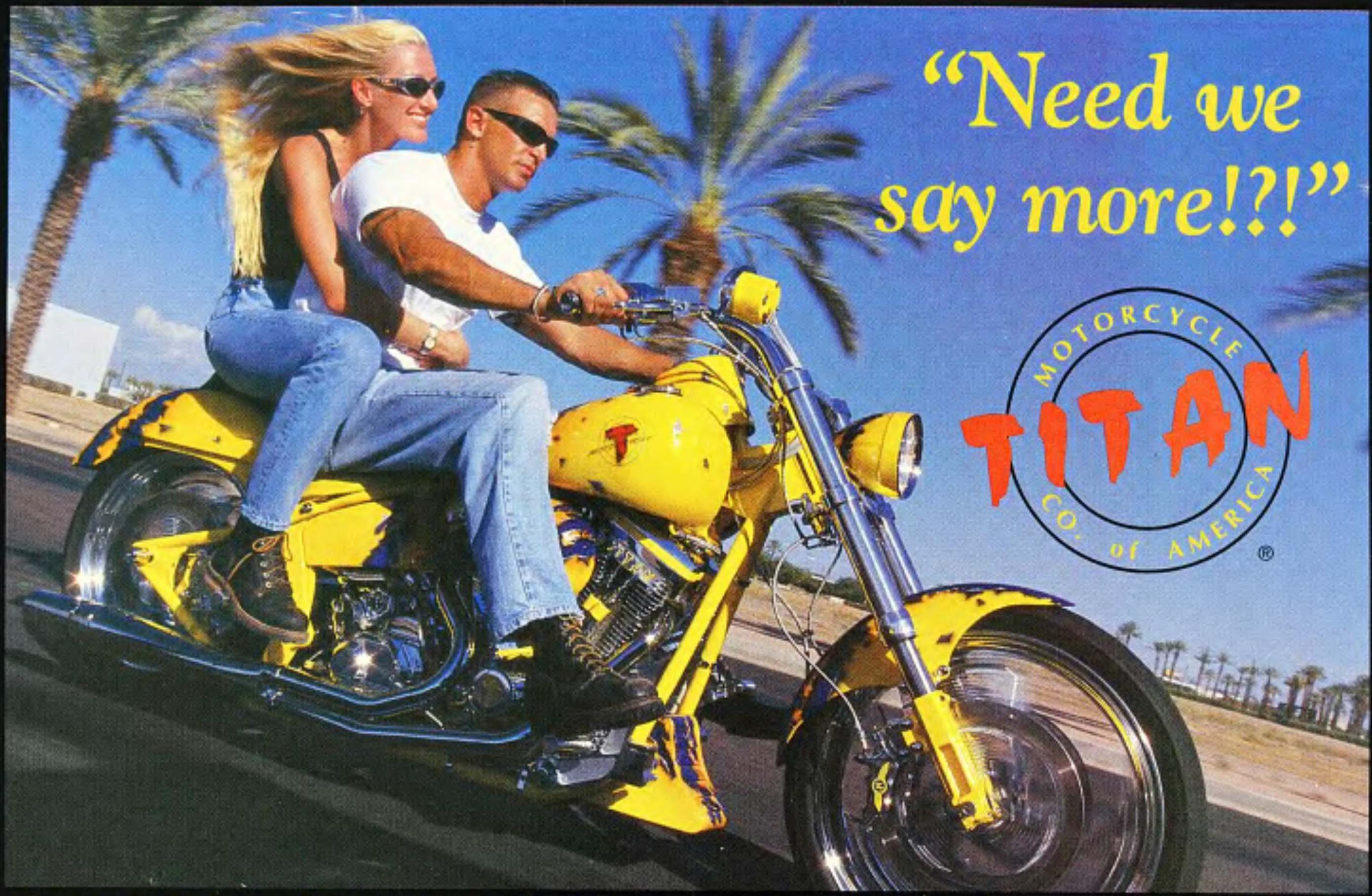
—Mark Secrest, Temporarily out of the wind, Korea

—Kevin "Bigfoot" Tremblay, Dyrön, Sweden

—Dennis Carver, Tucson, Ariz.

—Scott Wilson, Wapakoneta, Ohio

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6 x 7, or 4 x 5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). So, mail your photos to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.



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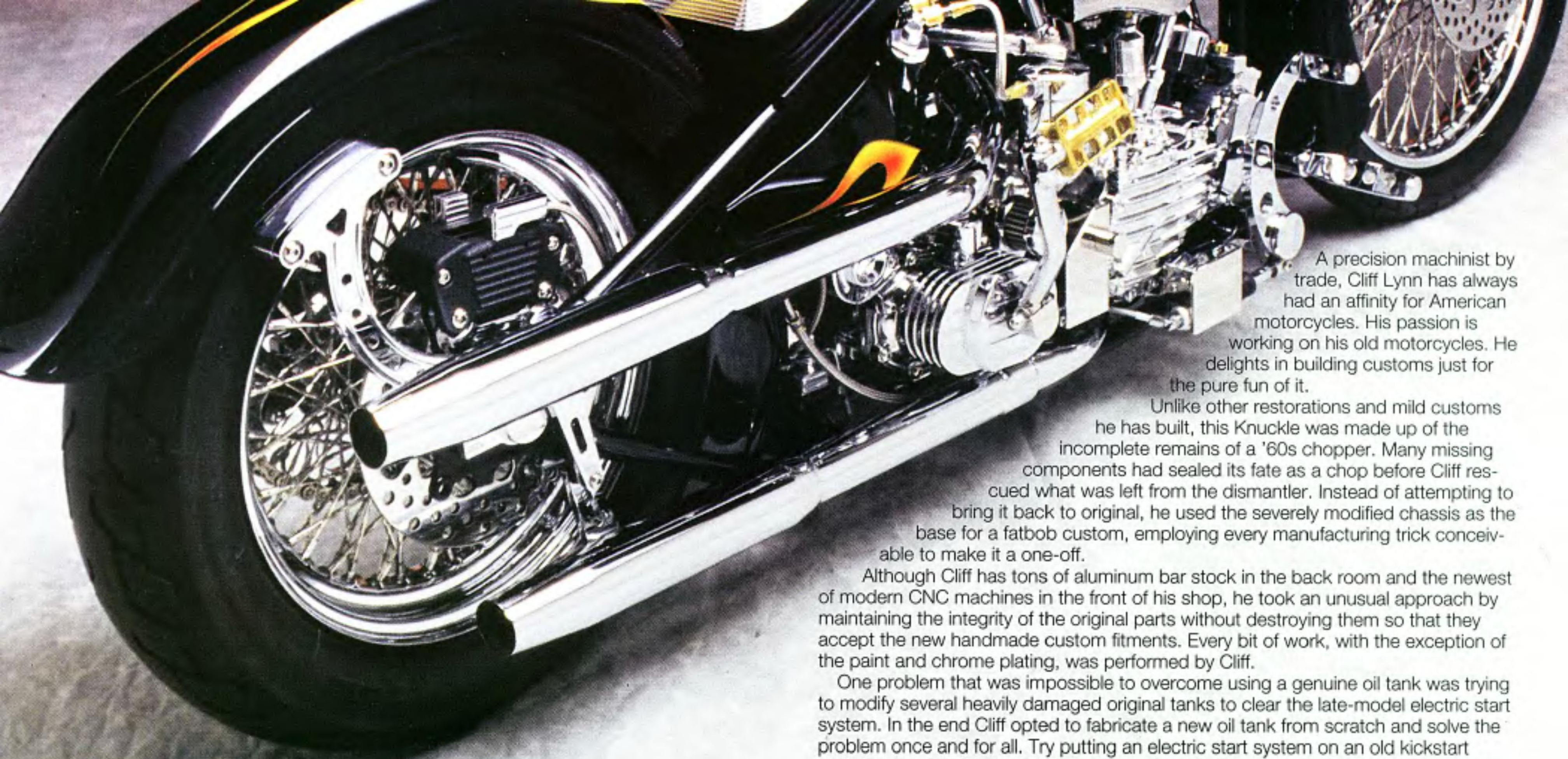
ELECTRA RIDE

Country spirit permeates this one-of-a-kind customized Knucklehead. The hand that created this sleeper has restored and rebuilt vintage Harleys since the 1960s.



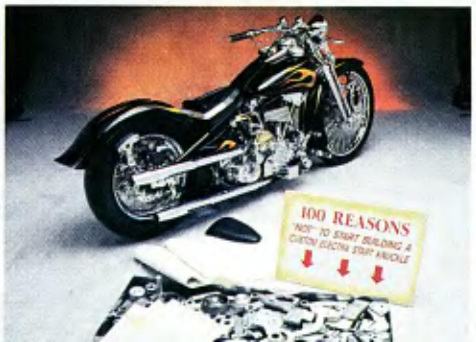
A precision machinist by trade, Cliff Lynn has always had an affinity for American motorcycles. His passion is working on his old motorcycles. He delights in building customs just for the pure fun of it.

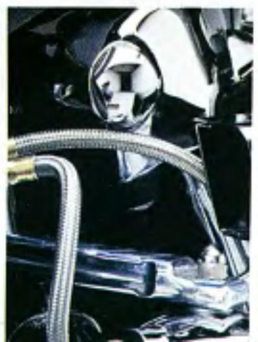
Unlike other restorations and mild customs he has built, this Knuckle was made up of the incomplete remains of a '60s chopper. Many missing components had sealed its fate as a chop before Cliff rescued what was left from the dismantler. Instead of attempting to bring it back to original, he used the severely modified chassis as the base for a fatbob custom, employing every manufacturing trick conceivable to make it a one-off.

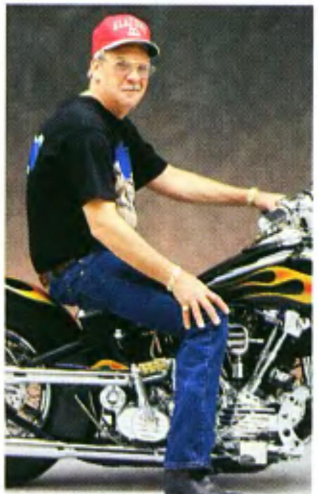
Although Cliff has tons of aluminum bar stock in the back room and the newest of modern CNC machines in the front of his shop, he took an unusual approach by maintaining the integrity of the original parts without destroying them so that they accept the new handmade custom fitments. Every bit of work, with the exception of the paint and chrome plating, was performed by Cliff.

One problem that was impossible to overcome using a genuine oil tank was trying to modify several heavily damaged original tanks to clear the late-model electric start system. In the end Cliff opted to fabricate a new oil tank from scratch and solve the problem once and for all. Try putting an electric start system on an old kickstart Harley chassis without cutting up the frame for clearance, and it will soon become apparent how difficult the task is.

A piece of precision work is the billet fabricated foot rocker clutch assembly. The original springer forks were treated to a new lower fork rocker, set to mount the dual →



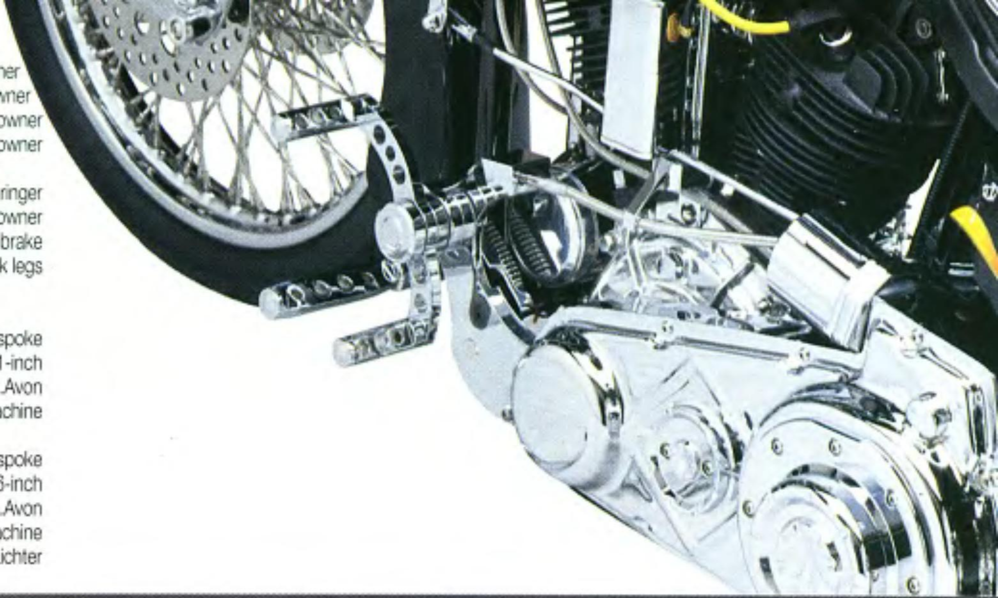




disc front brake assembly. The exhaust system was completely fabricated from scratch. The pipes were hand crafted, shaping them to curve into the single shotgun mufflers. You won't find these billet parts in a custom motorcycle parts catalog. They were all conjured up and fabricated by Cliff on his precision lathe and mill.

Early, crude chopped basket cases create tough road blocks to a new owner's dream scoot. It takes talent and ingenuity to bring new life to old, bent frame rails.

—*Mike Egan*



Owner: Cliff Lynn
City: Valley, Alabama

General
Fabrication: owner
Year/make: 1946 Harley-Davidson
Assembly: owner
Chroming: Art's Plating

Engine
Year/model: 1946 FL
Rebuilder: owner
Ignition: battery/coil
Displacement: 74 cubic inches
Lower end: original H-D
Pistons: .030 OS
Cases: original H-D
Heads: iron w/polished rocker boxes
Cams: original H-D
Carb(s): Linkert M-38
Pipes: handformed, owner
Modifications: 52% balancing, Early Bird deflector-style air cleaner

Transmission
Year: 1968 electric start system
Shifting: tank shift w/foot clutch

Frame
Year/type: 1946 original straightleg rigid
Builder: Harley-Davidson/owner
Modifications: 33-degree rake

Paint
Painter: Viper, Opelika, Ala.
Color/type: black/urethane
Special paint: Von Dutch-style flames, powdercoat by Miller Custom Powder

Accessories
Bars: low and lean
Handlebar controls: owner
Fender(s): modified by owner
Headlight: Bates-style
Taillight: billet, fabricated by owner
Dash: original
Pegs: owner
Foot controls: hydraulic, owner
Gas tank: fabricated by owner
Oil tank: owner
Seat: owner
Grips: owner

Forks
Type: springer
Builder: Harley-Davidson/owner
Modifications: fitted dual disc brake without modifying fork legs

Wheels
Front
Type: 80-spoke
Size: 21-inch
Tire: Avon
Brake: Performance Machine

Rear
Type: 80-spoke
Size: 16-inch
Tire: Avon
Brake: Performance Machine

Photos: Mike Lichter

FOX HUNT

OCTOBER WINNER

She's quiet, unassuming, graced with the innocence gained from living in small-town America, yet foxy enough to make a queer go hetero. Check it out. Jodi is all woman—a real woman—with a keen sense of responsibility to boot by keeping it together at home. This month's Fox Hunt winner assembles first aid kits by day in the Denver area, and at night has the nads to turn wrenches as easily as men's heads when she restores muscle cars, currently a '69 Mach 1 Mustang. This was Jodi's first shot at modeling and the experience has opened up new venues for the 26-year-old, 5-foot-7, 36-C-27-35 lady from Howard, Colo. Jodi said she was pretty nervous when Oil Can took her down to Raiko Hartman's studio in the heart of Hollywood, but after true pro Raiko laid a few of his tried and true comfort lines on her, she was relaxed and ready to bring out the best in Norrell Walker's Sugar Bear-built museum piece. Later she made it over to B.B. King's Blues joint, before flying back to the Rockies where this land-locked, beach-lovin' babe realized she could get used to this modelin' thing. See her realization come true on page 92. —*Loudmouth*

My first ride was on the back of a Harley. The bike was fast, I was topless, and the rider was hard.
Phaedra, Florida—#301

I was in a short skirt and had no panties on. When I got off (literally), I had to wipe the seat with a dry towel.
Donna, Georgia—#302

Well, I was only 16, just a baby—and a virgin. After the ride I felt pretty grown up.
Octavia, Australia—#303

I will never forget it. I still have road rash to prove it. We took a fall making a left turn. The bike wasn't even green.
Mary, Maryland—#304

Our next-door neighbor's dad took me for a ride and I guess I got in lots of trouble. I started being a bad girl early.
Susie, Michigan—#305

I was nine when I rode on a friend of my father's bike and have enjoyed riding ever since.
Debbie, Arizona—#306

FOX HUNT

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

Okay, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders*! We're hunting for the foxiest, real-live, bike-lovin' ladies to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Applicants must be 18 years of age or older to be considered. The following documents are required for each Fox Hunt entrant:

1. Entry photos (nude). No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photographs must be black-and-white prints, color prints, or color slides—no negatives, and no Polaroids. And, sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders*.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it in to #297 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

Here she is, bros, the November 1997 winner in our monthly Fox Hunt, Rachael, #1102, from Wilkes-Barre, Pa. See more of her next issue.

For this issue, you can begin sending in your votes beginning February 1, 1998.

Like we say, it's easy. Just look over the luscious ladies, note the name and number of the fox who entices you the most, and vote. If you're not into her comments about our lifestyle, you can vote for another girl.

The voting deadline for this month's colorful crop of cuties will be on February 28, 1998.

We will print the winner in the July 19 ssue.

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

297

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permiss upon its authority, permission to copyright and/or publish any photograph of myself with or without using n ie, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem prope eir use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18 am possessed of full legal capacity to execute the foregoing authorization.

I further agree that if I am selected, that for valuable consideration this will serve (along with othe l releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name ____________________
Address ____________________
City __________ State __________ Zip __________
Daytime Phone ( ) __________ Evening Phone ( ) __________
I am _____ years of age, born __________
I will pose Full Nude __________
Model's Signature ____________________

Photographer's Name ____________________
Address ____________________
City __________ State __________ Zip __________
Daytime Phone ( ) __________ Evening Phone ( ) __________
Photographer's Signature ____________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

The answer to every Harley riders biggest frustration...

"How To Service And Repair Your Own Bike And Save Thousands Of Dollars And Time Using The Factory's Own Guarded Insider Secrets, Revealed In New Video Kit!"

Discover what 1,137 other riders have already found out...How to keep more cash in your pocket and spend more time on the road with these best kept secrets of the Harley industry NO ONE ELSE will tell you...Factory trained and certified PHD veteran tech tells it all and GUARANTEES that ANYBODY can easily do these proven methods or you'll get paid $10 for wasting your time!

Dear Frustrated Harley Rider: If you're fed up with spending so much of your hard earned money and time keeping up with the service and repairs of your ride... keep reading this article! If you're tired of having smoke blown up your shorts by so called experts and having dealers and repair shops holding on to you where it hurts, you're about to discover the art of keeping your bike in top running condition ALL ON YOUR OWN!

After being involved with numerous dealerships and repair shops for over 25 years, Mike Matthews and his partner, Red, a factory trained, certified, PHD tech, know that the biggest aggravation for Harley riders is that...

Costs Of Servicing And Repairing Harley's Keeps Going Up And Up!

And if you're like most riders, you bought that beautiful American V-twin for one reason... To get in the wind and listen to that sweet roar while you straighten out a piece of highway... Not so you can spend days, even weeks, waiting around for it to be repaired! And you probably didn't buy it so you could spend tons of money having it serviced either, did you? Well, like it or not, owning a Harley does require service and repair, but now...

You Can Kiss The High Costs Good-bye With These Inside Secrets!

Most Harley riders want to handle their own service procedures and minor repairs on their own bike...but don't! The truth is that you keep going back and forth to the dealer or repair shop and end up having to work around their schedule which doesn't always jive with yours. Then you end up handing over a nice piece of change for whatever it is you're having done! It's the same drill over and over and all it does is aggravate the hell out of you, but you keep accepting...

The Greatest Myth In Harley Service And Minor Repair!

This point is the most important message for any Harley rider who truly wants to save hundreds, even thousands, of dollars in keeping your bike in tip top shape, and NO ONE tells you about it! Once you get this simple concept, you'll be able to repair and service your own bike, IMMEDIATELY! See, the bottom line of this whole idea is simple: **How Do You Keep Your Bike Running In Top Notch Dependable Condition Without Breaking The Bank And Losing Valuable Riding Time?**

Just take a minute and think about what options you have when it comes to service work or minor repairs: 1) You can head back to the dealer, work around their schedule, and pay their steep rates.2) You can go to an aftermarket repair shop, still pay top prices, and run the risk of not having the work done by a qualified factory certified mechanic. 3) You can have a so called "expert" from the local watering hole do the work for you in his backyard. 4) You could set aside a year or more of your life to attend MMI while you lose your income and $13,000 plus for the training! Or, you can choose the most sane, safe, fun, and moneysaving route of...

Quickly And Easily Learn How To Do Your OWN Service Work And Minor Repairs, At Home, In Less Than 48 hrs...Guaranteed!

That's right! You can become YOUR OWN EXPERT MECHANIC by learning the industries insider secrets, straight from the factory, in less than two days! All you have to do is kick back, watch, and learn from this power-packed, detailed video package that explains...

Everything You Should Know!

You can finally get rid of the frustration that comes with having someone else work on your bike...and have fun easily doing it yourself! Now you can have the knowledge and confidence to take full CONTROL of your bike and have the freedom to do your own service work and minor repairs and save yourself a ton of money and time! You'll learn things like:

* How and what to check at your different service intervals
* The real truth about what oil you should use... and what you should avoid like the plague and why!
* At a glance, you'll immediately know simple and easy ways to deal with oil changes!
* Unlike the factory manuals, this video is easy to understand and the techniques are easy to apply...anybody can do it!
* Little known information about the extended warranty.. what the industry really doesn't want you to know!
* Clean, easy tricks for servicing your front ends and wheel bearings and what to watch out for!
* How and why the proper adjustments on your chains and belts...How it affects the entire performance of your bike!
* What to lube, when, with what, and how!
* The most over looked little things that need your attention the most to avoid ongoing, future money sucking problems!
* You don't need any mechanical experience...just watch TV and go for it!
* How to make your cables last forever!
* Simple method for keeping your clutch like new!
* Unheard of tricks of what to look for when servicing your brakes and what NOT to do!
* You'll not just know how, but more importantly why you do these service items a certain way and the *correct* procedures no one's ever explained to you before! Just like the Pros!
* Plus dozens of tips, techniques, and factory proven strategies to keep your machine running like new and saving you tons of money!
* That's just the tip, there's much, much, more!

Anyone Can Do This!

Here's the deal: If you're looking to build some kind of tire smoking, fire breathing, pavement pounder, forget it! But, if you're looking to save yourself a ton of money and enjoy the confidence that comes with being in full control of your bike, this is it! In the first few minutes, you'll know why the industry doesn't want you see this revealing information! With no B.S., you'll see nothing but the simple truth to servicing and repairing your own bike and never fall victim to high costs again!

You'll see and hear Red who knows more about factory proven techniques than all the repair shops put together! He'll guide you every step of the way even if you have no experience or even THREE THUMBS! Anybody can do it!

An Incredible Offer For You!

See, Mike and Red don't want you to feel uncomfortable about buying this video through mail order since you don't know them yet, so their offering a NO -RISK, IRON-CLAD, *MORE* THAN YOUR MONEY BACK GUARANTEE! If you don't truly feel that they've taught you the little known secrets to servicing and repairing your Harley, and the TRUTH to saving yourself money and time... just send it back within 60 days, and you'll get a complete refund plus $10 to boot! They've already shown 1,137 other Harley riders these straight from the factory techniques, so they're not worried! Also, to help you make up your mind, You'll get a FREE book that explains everything in the video, all the instructions, step by step procedures and illustrations, so it makes learning that much easier! And, they're sending their subscribers the *KICKSTAND* newsletter,(full of money saving stuff) a $49 value, FREE for 1 year! How can you say no?

Order Now!

The no-risk video kit is only two payments of $47, plus $6 shipping/handling (USA orders) The book is FREE, and yours to keep even if you send the video back! To order, call toll free 1-888-406-0988, 24 hrs! They'll get your MC, Visa, American Express or Discover info from you ove the phone and your system will be on it's way to you,shipped priority! If you want to order by check, mail your payment of $100 and a note stating"I Want To Be My Own Master Harley Mechanic" to:KAMI Corporation, 3702 South Virginia Street, Suite G12-918F, Reno, NV, 89502.

You'll love watching this system and seeing what the industry doesn't want you to see! And you're sure going to love all the money you'll save from knowing these secrets! Call NOW and end high cost service and repairs....guaranteed!

"I can't tell you how good it feels to be doing all my own work! Thanks for a great easy to understand package. It's everything you claim it to be and more! **Kathy T. CA**

I'm very impressed with your VTR Systems package and the KICKSTAND newsletter. Thanks for putting together such a great product and publication! **Dallas B. HI**

When I read your ad, I thought, WOW, this is worth a try and it was! Thanks and keep up the good work! **Jack C. FL**

I really enjoyed watching the tape package. There's a lot of real good info in there and watching the procedures from all the different angles is well worth it! **Curt V. TX**

This is really a great idea and product and I enjoy all of the information I get in your KICKSTAND newsletter. I'm hungry for more! **Steve A. FL**

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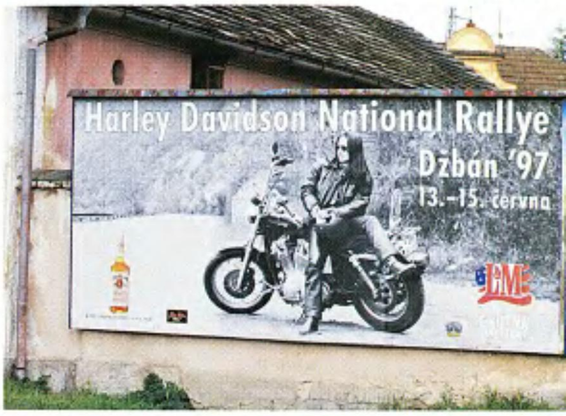
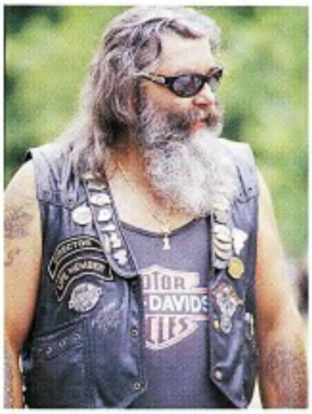
CZECH

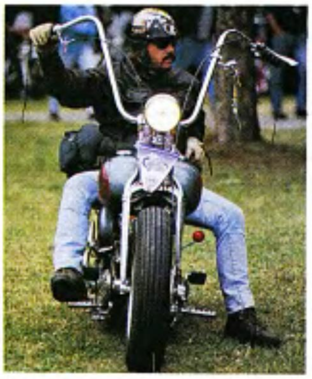
It seems ironic that one of the youngest nations in the world is also home to the oldest Harley-Davidson club in continuous existence. But that's exactly the case: The Harley-Davidson Club Prague (HDCP) has been around since 1928, while the Czech Republic, of which Prague is the capital, was born on January 1, 1993.

During its 70 years of existence, the HDCP, which boasts 180 members, has seen and undergone many changes: occupation by the Nazis during Hitler's regime, liberation by the Americans during World War II, consequent domination and occupation by the Communist Russians in 1968, and, finally, freedom after the fall of the Iron Curtain and rebirth into a new nation by splitting peacefully from its neighbor Slovakia, with whom the Czech Republic once formed the nation of Czechoslovakia.

However, one thing the HDPC has been doing continuously since 1967, regardless of who ran the country and what name it had, is the "Czech Rally," which takes place annually during the last weekend of June. (We'll be bringing you more about this club in a future issue of *ER*.) It doesn't always happen in the same place or town, but it does always take place in Bohemia, one of the two major regions of the Czech Republic (the other being Moravia). Last year some 370 riders on more than 200 bikes →





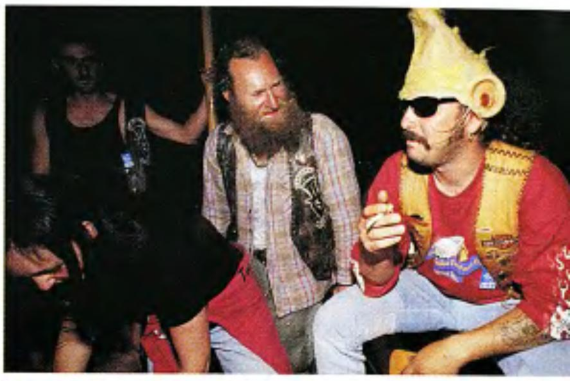


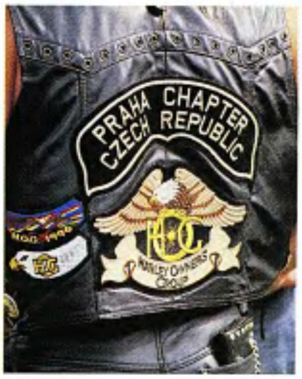
(mostly Harleys) met near the town of Cervena nad Vltavou, about an hour or so south of Prague, to celebrate this event and to commemorate the new freedom sweeping the land.

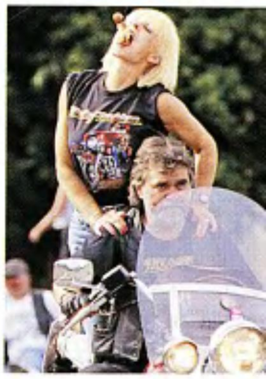
"The rally," says Thomas Kohout, a member of HDCP since 1972, "unfolds just like most other rallies: Friday was arrival day, Saturday we all rode to Zvikov Castle in the morning, and later on we had the usual games." Those were, of course, slow races, skill races, acceleration races, as well as the ubiquitous wienie bite. And on Sunday, after everyone had as much fun as they could handle, tents were torn down and people headed back home.

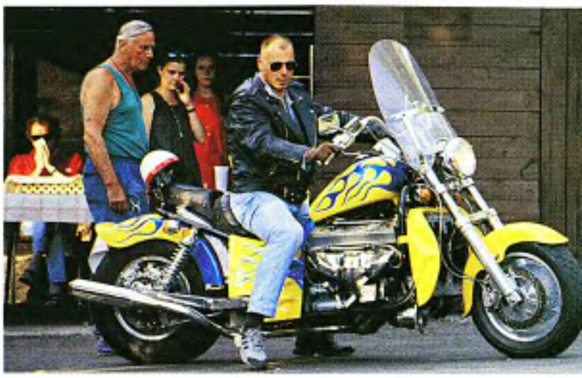
One major distinction this country prides itself on is its famous beer history: Not far from the rally site are the cities of Pilsen (where the famous Pilsener beer originated) and Budejovice (or Budweis), home of the original Budweiser beer. In fact, American Budweiser beer sold in Central Europe has to call itself Bud Beer, because the Czech version has been around since the 13th century—just a little more seniority than American Bud. But the point of this little lecture is: Pilsener and Budweiser were flowing heavily at Cervena, as they usually do at all the rallies in the Czech Republic.

But the Czech Rally and other events promoted by the HDCP haven't always been as much fun and as imbued by the obvious and relatively new freedom the Czechs are celebrating. Americans tend to →









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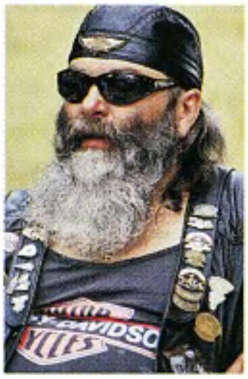

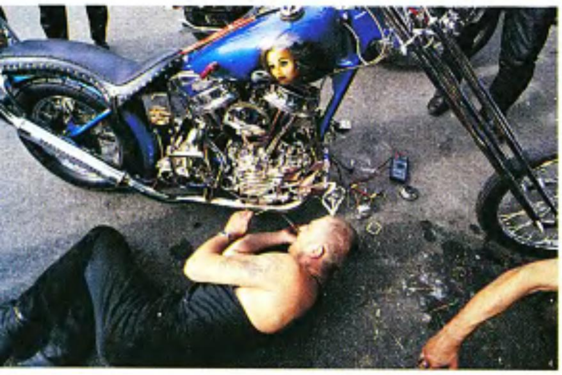

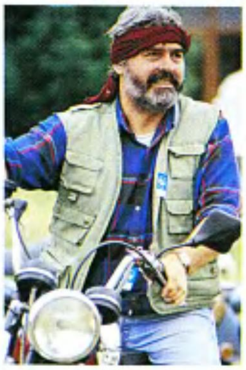

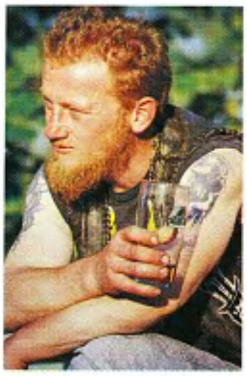

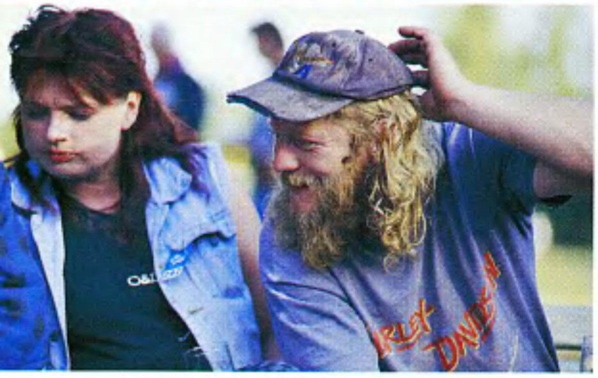
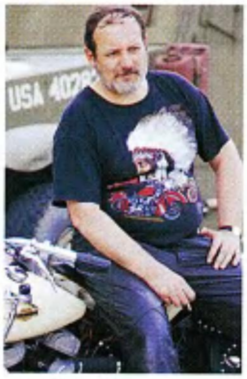
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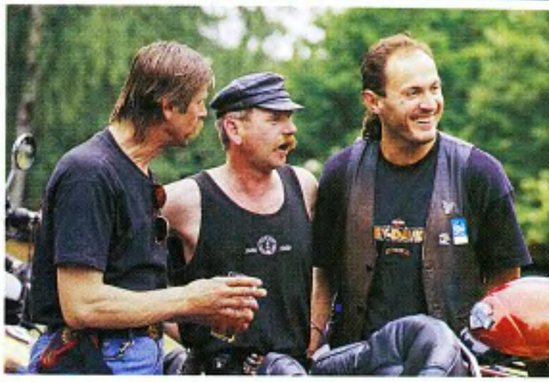
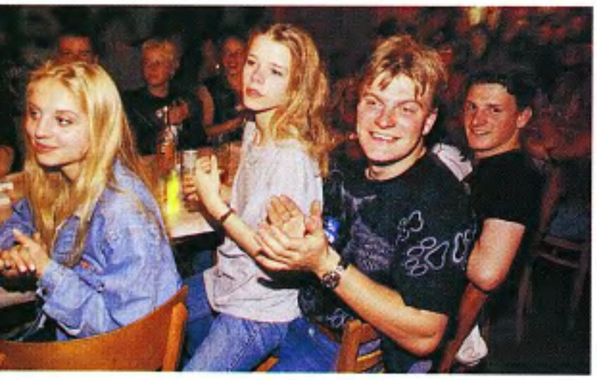
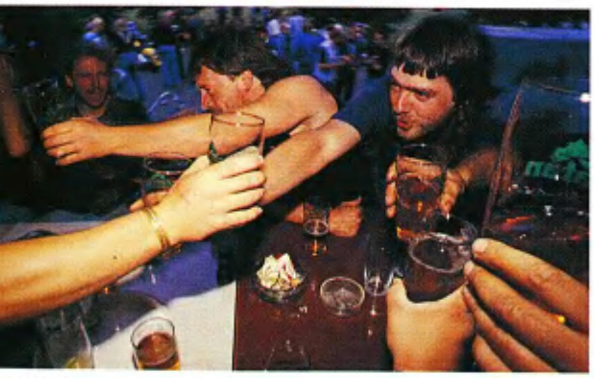
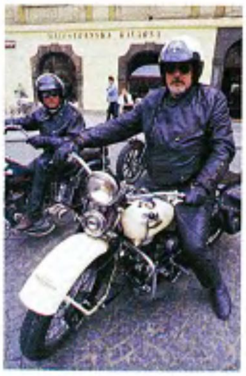
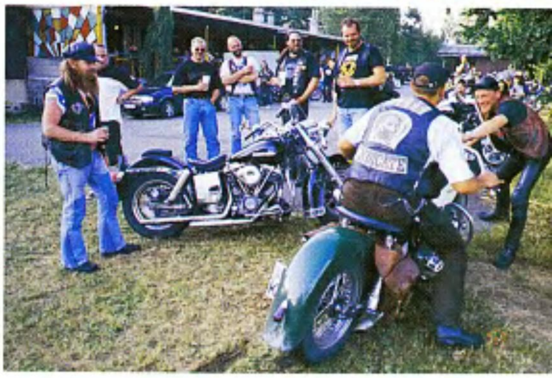
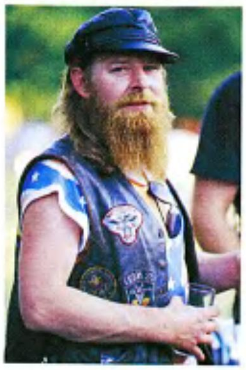



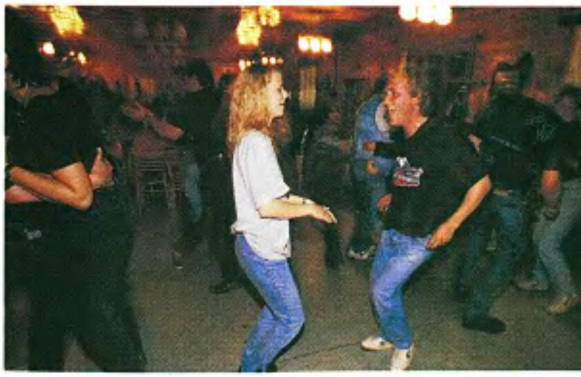


take these freedoms and rights for granted, because when you're born with them, and they're laid into your cradle, the idea that generations ago people fought and died for what we today take as our god-given right, seems as remote as the times themselves. Nowhere has the Harley and what it stands for made such a drastic and dramatic impact as in the Czech Republic, because not so long ago, things were a lot different during the Communist era. "Nowadays, the differences are almost unnoticeable to the uninitiated or superficial observer," explains Kohout. "But they do exist, and to us they are very distinct. These days, we don't have to ask for permission a whole year before an event. The club can represent itself and function officially. We don't have to watch what we say and in front of whom we say it. We don't need to be suspicious of the camping administrator or the waiter in the tavern of working for the secret police. Harley riders aren't harassed by the state agents anymore, and the Harley isn't the motorcycle of a promoter of capitalism or the bike of society's scum."

So when you look at the faces in these pictures, you see the faces of people who know how to appreciate their freedom, who have stuck by their Harleys through thick and thin, and who truly live for the moment, because they know that there's no guarantee it might be the same tomorrow.

—Red Baron

Photos: Mike Lichter



SUGAR BEAR'S MASTERPIECE THE BLUE BIKE

"Hey, Dumbass!" I love it when Bandit whispers sweet nothings in my ear. "I don't have time to do this thing, so take it and get it done. Oh yeah, it has to be done on Monday. Later."

Just what I wanted to hear on Friday, mid-way through my third 12-pack. Whatdafuck, I'll call the guy tomorrow. I should be able to find a phone by late afternoon, set up the shoot for Monday, yadda, yadda, yadda. "Hey, pal, I know it's Sunday night, but this is the first chance I had to get to a phone." I didn't think he was buying this, but I kept goin'. "Anyway, the shoot is set up for tomorrow, so here's the directions to the studio." Then this guy let the other shoe fall. "Whaddaya mean the friggin' bike is in a museum!" It's gonna be another typical Monday.

Completely hungover, I met the owner in front of our studio early in the a.m. Turns out it's Sugar Bear. No, you morons, not Sugar Bear of the Sugar Crisp cereal crap, *the* Sugar Bear. Sugar Bear's been building choppers since '71. A lot of the criticism he gets is that his bikes look so similar, particularly the front ends. His response? "Of course they look similar. They're *my* front ends. When I first started this, my mentor told me not to build anything that wasn't me. So, to this day,→

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I don't build anything but chopers." He said he tried building a Heritage-style ride once, but after riding it for less than 1,500 miles, he brought it back to his shop, and tore it completely apart because his heart just wasn't in it. "In fact," he says, "that glide front end is still in the corner of my shop somewhere."

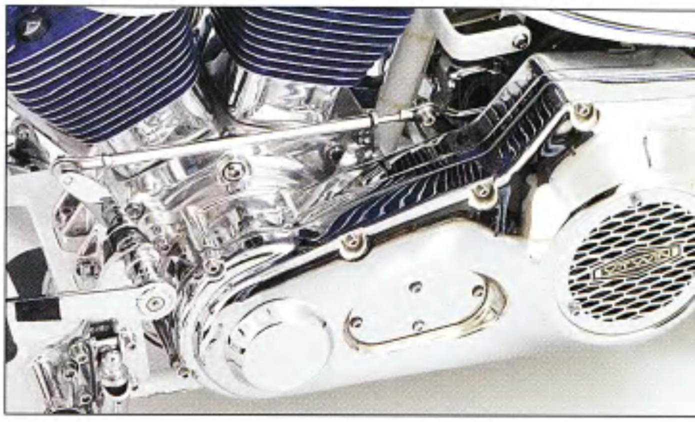
I asked him about his "absence" from the bike building world and got the exact answer I figured he'd give. "I used to have twelve guys working for me—a payroll person, attorney, secretary, the whole shootin' match. Then I realized something very important—everyone was gettin' paid ... but me!" Seeing as how it was getting harder to enjoy goin' to work, he took a break. Now, several years later, he is working for, and by, himself and lovin' every minute of it. He ain't hurtin' for work, though. He can't go and do bike shows anymore, 'cause he gets more work than he can handle. If you want him to build ya one of his infamous rides, you'd better be able to wait about three months.

So, I was really interested about why *this* bike was in a museum. I mean, it wasn't a stock '48 Pan, or something like that. So what's the dealio? Turns out some Southern California artist was commissioned by the L.A. County Museum of Contemporary Art to do an exhibit on California artists. Confused? Anyway, this guy decided Sugar Bear's work was a piece of art in and of itself. So, he made this bike the centerpiece of the exhibit. Turns out, this is gettin' more attention than any other work in the museum!

I won't bore ya with all the specs, I figure if I can read, so can you. I did ask him about his "no flop" spec, however. "Simple," says Sugar Bear. "Sit on the bike and turn the bars." I figured it was gonna take a little effort, but it didn't. Ya turn the bars and the frame doesn't move at all! Sugar still rides a 40-over scooter (one-handed) that can handle speeds of 80 plus, without a wobble! "It's all in the building,"

he says with that all-knowing sneer. He was either doin' that sneer thing toward me, or he was tryin' to get a better look at this month's Fox slippin' and slidin' all over his work of art. No matter which it was, we both had to agree that Jodi sure did add some art of her own to his piece. No, not that, ya perverts—the bike fer crissakes!

—Oil Can



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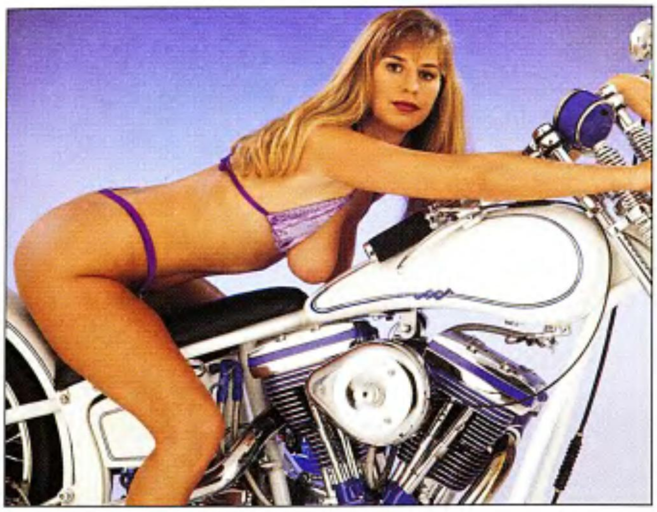

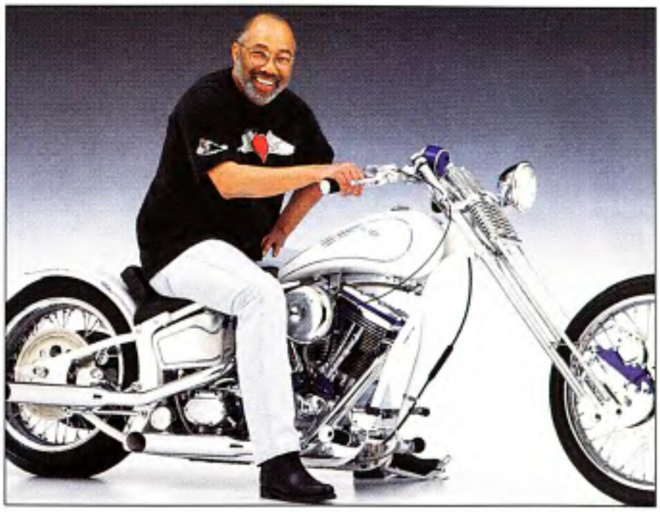

Owner: ....Norrell Walker
City: ....Los Angeles, California

General
Fabrication: ....Sugar Bear
Year/make: ....1997 Special Construction
Model: ....Low Roller
Assembly: ....Sugar Bear
Chroming: ....Astro Plating

Engine
Year/model: ....1997 Evo
Rebuilder: ....Sugar Bear
Ignition: ....points
Displacement: ....80 cubic inches
Lower end: ....stock
Pistons: ....H-D
Cases: ....polished
Heads: ....Branch
Cam: ....4 lobes
Carb(s): ....S&S Super B
Pipes: ....Sugar Bear/Cycle Shack
Modifications: ....S&S air cleaner

Transmission
Year: 1996
Modifications: ....shaved gears, Rivera belt, polished cases

Paint
Molding: ....Sugar Bear
Painter: ....Sugar Bear
Color/type: ..white, blue/lacq.,polyurethane
Special paint: ....striping by Ron

Frame
Type: ....Softail
Builder: ....Sugar Bear
Modifications: ....40-degree rake, 3-inch stretch

Accessories
Bars: ....Sugar's drags
Fender: ....Sugar Bear, turn signals underneath
Headlight: ....5-inch sidemount
Taillight: ....catseye
Pegs: ....cushion
Foot controls: ....Custom Chrome
Gas tank: ....Fat Katz aluminum
Oil tank: ....modified
Seat: ....Bar Enterprises
Mirrors: ....Sugar Bear
Grips: ....soft

Forks
Type: ....springer
Builder: ....Sugar Bear
Modifications: ..8 over, no flop, no fork stops

Wheels

Front
Type: ....H-D
Size: 21-inch
Tire: ....Metzeler
Brake: ....GMA

Rear
Type: ....H-D
Size: 18-inch
Tire: ....Avon
Brake: ....GMA

Photos: ....Raiko Hartman

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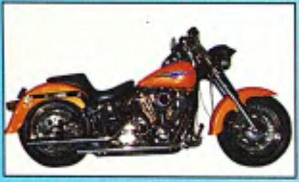

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Color: Brown

1988 HARLEY-DAVIDSON
Stock # UM202 **Model:** XL8 **Color:** Blue
Mileage: 18,638

1997 AMERICAN EAGLE
Stock #: AE00148 **Model:** STC Classic
Color: Dark Red Marble **Mileage:** 50

1997 HARLEY-DAVIDSON
Stock #: UM215 **Model:** XL8 **Engine:** 883
Mileage: 2560 **Color:** Red

1993 HARLEY-DAVIDSON
Stock #: UM212 **Model:** FLSTF **Engine:** 1340 **Color:** Black

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1952 HARLEY-DAVIDSON
Stock #: UM188 **Model:** FLH Stroker **Color:** Blue Custom

1992 HARLEY-DAVIDSON
Stock #: UM216 **Model:** FXRS **Mileage:** 1340 **Color:** Black with flames

1978 HARLEY-DAVIDSON
Stock #: UM182 **Model:** FLH **Color:** Blk/Purple Flame **Mileage:** 7250

1982 HARLEY-DAVIDSON
Stock # UM183 **Model:** FXDWG **Color:** Dark Red **Mileage:** 12,220

1997 BIG DOG
Stock #: BD74141 **Model:** Vintage **Mileage:** 35 **Color:** Red/Cream

1953 INDIAN CHIEF
Stock #: 2000 with side car **Mileage:** 30 Has won numerous first place trophies.

1994 HARLEY ANNIHILATOR
Stock #: UM1500 **Model:** Turbo Custom **Engine:** 80ci – 117 H.P. **Mileage:** 173 **Color:** Yellow/Purple

TITAN
Stock #: T140200 **Model:** Sidewinder **Engine:** 1573cc-96ci – 108 H.P. **Color:** Blue

TITAN
Stock #: T140201 **Model:** Roadrunner **Engine:** 1573cc-96ci – 108 H.P. **Color:** Red

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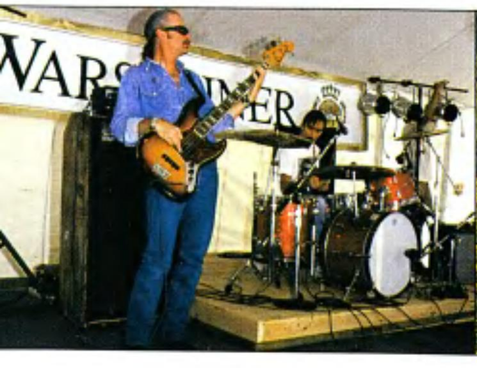

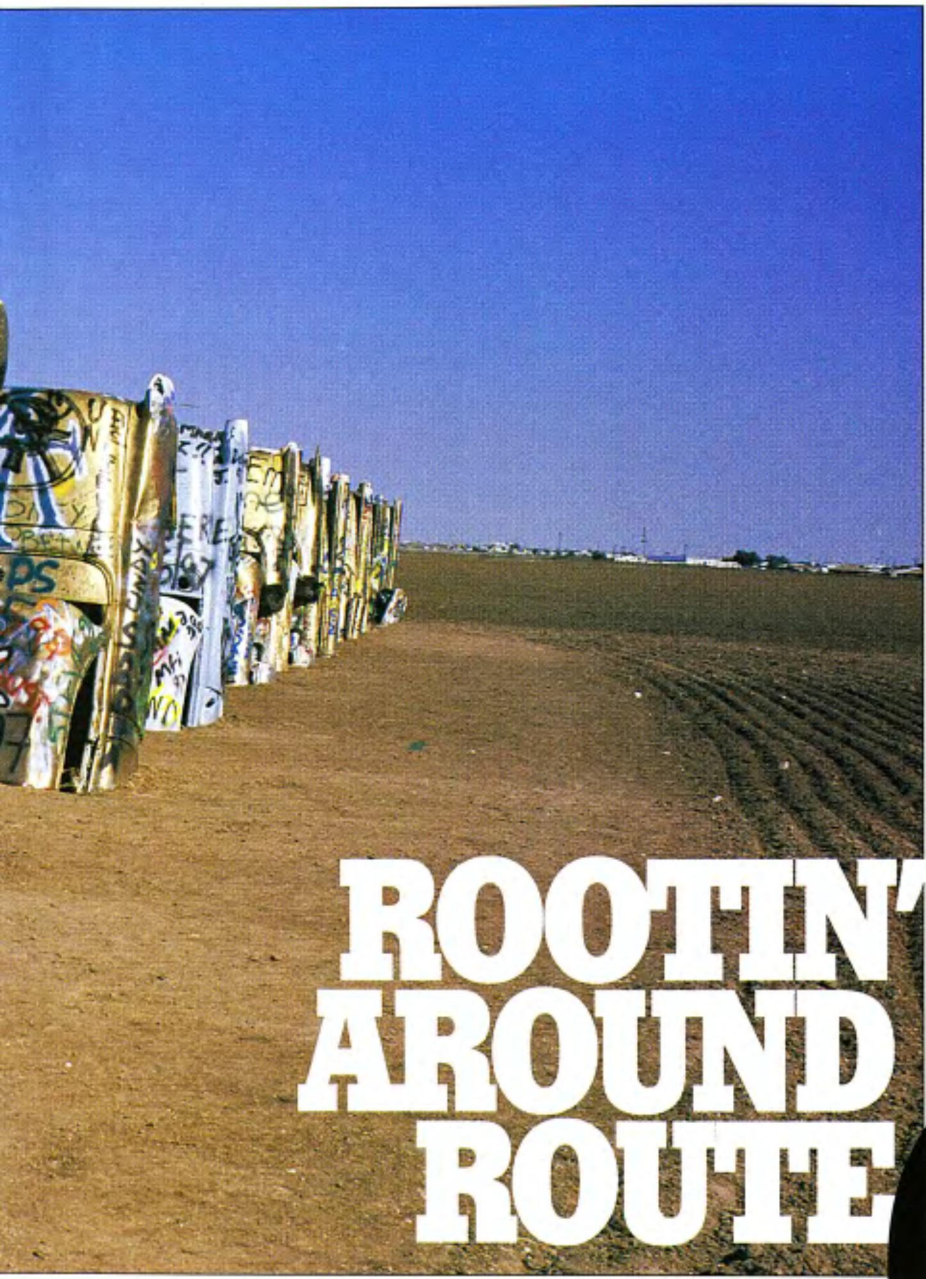

ROOTIN' AROUND ROUTE 66

Greetings. Here we go again. This time from Albuquerque, New Mexico, where Sugar Pai took me after the Four Corners Iron Horse motorcycle rally, which was a hoot.

I came to town to visit with some old friends and see the brand-new *Easyriders* store, which was still being built while I was there. The service department part of the building was still under construction. By the time this column sees print, it should be in full swing. It is a big place—15,500 square feet in their showroom and 1,800 square feet in their service department. The store is owned by Clif and Nicki Fodge, a pair of nice folks who ride. It has lots of diamond-plate aluminum and neon splashed about the floor to give it a sharp, savvy, modern, art deco look. The clothes and bikes on the floor are well spaced out so the customers can feel comfortable with their surroundings. In other words, it's not cluttered as is seen in other stores. They do have a large amount of new aftermarket performance scoots—Big Dogs, Titans, and used H-Ds on the floor. I'm not sure how they did it, but I saw a '98 H-D Standard with 0 miles on it sitting there. They also have more than enough people on hand to lend assistance, both in the service department and on the showroom floor. Check them out when you're in their area. They carry the complete line of *Easyriders* products as well as a slew of go-fast parts for your putt. *Easyriders* of Albuquerque is located 1/2 mile off the I-40 freeway at the Carlisle exit.

While in Albuquerque, I stayed with Wayne and Gigi Schieber, a couple whom I met a few years back at a Halloween party in Clovis, N.M. I saw them later at the grave site of Billy The Kid (Ft. Sumner, N.M.) and rode to

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Day 3 Monday - 7 a.m.: Tour breakfast meeting before checkout; afterward visit the unbelievable volcano art museum. Then, it's back on the bikes to view the myriad of attractions within the park ... exotic birds, steam vents, sulphur banks, the Halemaumau overlook, Devastation Trail, and then on to the Thurston Lava Tube. The group will leave the park and continue on to Kalapana, the town recently destroyed by massive lava flows. The tour will continue on with a stop at the hot springs for a soothing dip in the mineral waters. Then, continue on to Lava Tree State Park, Craters of the Moon, Pahoa town, and other awesome attractions. This fulfilling day ends at an exclusive Hilo Hotel for a two-day stayover.

Day 4 Tuesday - Freedom day to explore and experience the Hilo side of the island at your whim!

Day 5 Wednesday - 7 a.m.: We'll meet at breakfast to regroup and checkout; the road tour will then roll on to boiling pots and Akaka Falls—via old highways, if passable. Then it's on to Waipio Valley and the Parker Ranch. We'll then proceed on to Kohala for some of Hawaii's most breathtaking and bone-chilling sites. They include King Kamehameha's human sacrificial temple, his statue and the Pololu Valley lookout, to name but a few. Then to Kona via coastal highway for check-in at the Royal Kona Resort for the last three glorious nights.

Day 6 Thursday - Free day to burn up the many magic freedom roads.

Day 7 Friday - All great things come to an end. Bikes must be returned by 3 p.m. Attend the free Farewell Luau at the Royal Kona Resort with exclusive seating and VIP treatment for Freedom Road Tours members.

Day 8 Saturday - Transfers to Kona Airport for return flight to mainland.

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Wayne Schieber and Lanky Dave (on the Flathead).

First Mountain Chap. foll

Rte. 66 Fine Line Tattoo patron.

At the Bibo Bar.

Curios shop in Moriarty, New Mexico.

Albuquerque with them and a group of fellow ABATE members who lived thereabouts. They helped to start ABATE of New Mexico. For a while they produced a local community access, motorcycle events TV show called *Biker News and Views*. Wayne said, "It was primarily an avenue to make people aware of ABATE and its function. It kept folks abreast of local happenings around New Mexico." Wayne had to turn it over to some other members when he lost a leg to a careless automobile driver. Gigi couldn't do it alone. Besides, she had to be around for her man until he was mobile.

Gigi works at Route 66 Fine Line Tattoo. Her latest tat reflects her rich Spanish and Indian heritage and also her motorcycle preference. It's an old floral H-D logo with a dream catcher for the background. She putts a Low Rider. Route 66 Tattoo is a very popular place. Ya have to make a appointment to get inked. The tattoo parlor is owned by Brian Everett, who was working at another studio in Europe at the time of my visit.

Wayne is retired after putting in 30 years with Ma Bell. These days he works on a house building project. The location has a beautiful view of the city and the surrounding peaks and valleys. The nights on the eastern slopes of the Manzano Mountains are killer, with billions of stars lighting the sky like millions of hanging chandeliers. Historically, this area has had water problems. The natives say all their *agua* goes to Texas. Wayne has a catch system that will be used to make their place look like a mountain oasis. It will hold rain and melted snow, and the well water will be used for washing.

On September 27, Sugar and I went on a ride with some of the locals. Its point of origin was the *Easyriders* of Albuquerque store. From there we rode west on I-40 to the Laguna turnoff. Then we followed Route 66 west past the pueblo to Highway 279, then north 11 1/2 miles to the Bibo Bar. We ate and sat around drinking beer and enjoying each other's company. This is cowboy country and the neighbors showed us their miniature horses. They were smaller than Shetland ponies, and not much bigger than a large dog. They were very interesting critters to scope out. From there we went to Billy's Longbar in town and listened to some soulful blues and rockin' boogie tunes by Memphis P-Tails. Don't ask me where they came up with that name. They did both B.B. and Albert King and T-Bone Walker songs. Darin, the guitarist, played one of my all-time favorites, *The Savoy Brown Boogie*, but would not do Stevie Ray's *Pride and Joy* because they didn't "want to be like →

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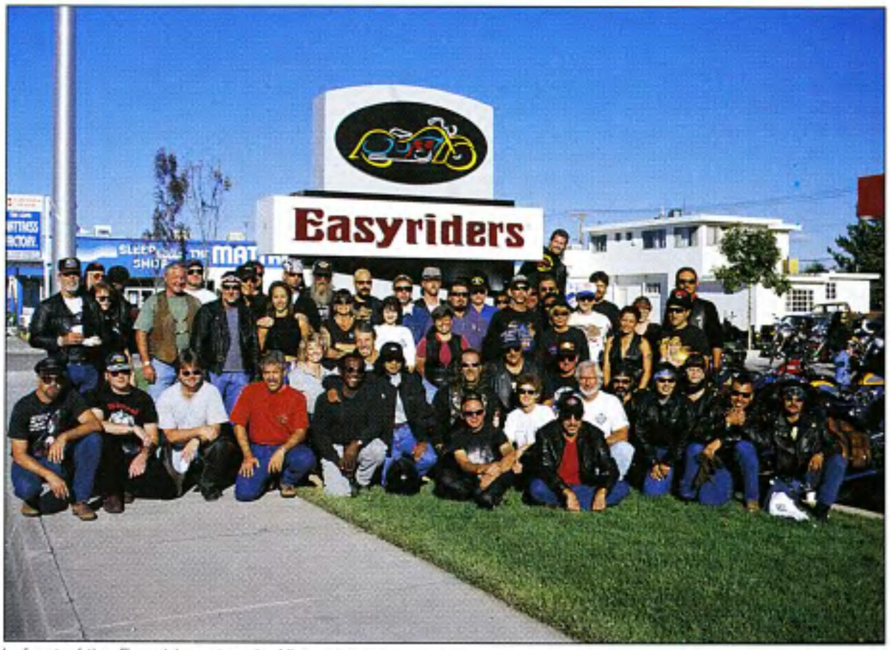
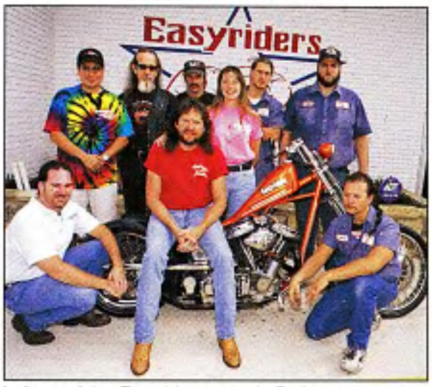


In front of the *Easyriders* store in Albuquerque.



In front of the *Easyriders* store in Dallas.

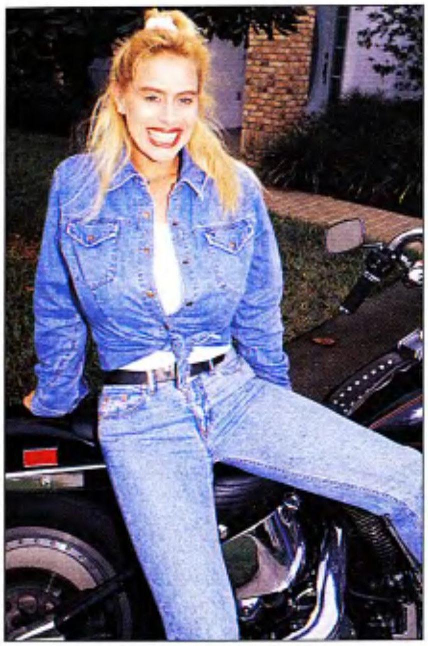
all the other blues bands." Give me a fuckin' break.

The next morning Wayne and I rode over to Lanky Dave's shop in Moriarty, N.M. He calls it Route 66 Cycle, maybe because it sits on Route 66. Duh. Do you suppose? It's a small place but adequate for the area. His card states that they are "your unauthorized dealer." Dave just works a few days a week at his shop. When he gets caught up, he likes to go fishing. Now *that's* the way to do it.

Wayne and I tried the Mexican food next door at Nachos and found it to our liking. It was the real deal. Sometimes that kind of grub is just a little too hot for my taste buds. I'm learning how to eat certain foods again because of my bout with cancer last year. It's gonna take a while, but I'm hangin' tough.

That evening we went by the Valencia Bar and Lounge, or "The V" to the locals. They like bike riders thereabouts, I reckon, because the place was festooned with biker posters and the like. Someone put up a life-sized drawing of a Knucklehead on the ceiling. It had autographs all over it. The V also has a pool table and pinball machine. They serve cold beer and wine. One of their main features is a drive-up liquor window. How about that? Before leaving, I took a family shot of some of Wayne and Gigi's fellow ABATE First Mountain Chapter members, a finer group of people you couldn't find anywhere. The next day Sugar and I left town, heading eastbound on I-40 toward Texas, to visit with Rick and Gayla Preble, formally of S&S Cycle in Amarillo, Texas. Rick is opening his very own shop at a different location. It is a larger place all the way around, both in the service end as well as up front, where they plan on setting up a retail department. They had a tasty steak and corn on the cob cookout the night I hit town. I met some of their tight brothers and sisters. They were some good folks. Thanks, it was good eating. And good luck in your new shop. Before leaving *Armadillo*, Rick took the bowl off Sugar's carburetor and fixed the accelerator part, which was plugged up and not working. He then twisted some screws and made it run better. Before I forget, the Standing Cadillacs, a local and world famous attraction, have been moved a couple of miles eastward.

The next afternoon found Sugar and me in Dallas, Texas. We had stopped by to visit with Rick and Tina Fairless, owners of *Easyriders* of Dallas. Tina wasn't at the store so I had to come back the next day to take a crew photo. They have over 50 bikes for sale. Rick says they have "more custom bikes than any shop in Texas." I guess he hasn't seen Barnett's in El Paso, or maybe he thinks El Paso ain't in Texas. Why does everything in Texas have to be bigger than anyone else's? Just kidding, Rick. Can't ya take a joke? Sure ya can. Anyway, they have a 7,500-square-foot building with 3,000 more feet being added next door when their


Good-looking Monica, Orlando, Florida.

Easyriders of Albuquerque, New Mexico, crew.

bar and grill opens up shortly. They have seven full-time employees, five of whom work in the service department. They currently have Keith Ruxton building engines for them. You may remember Keith when he was the crew chief for our Streamliner, the fastest two-wheeler in the world. *Easyriders* of Dallas is open seven days a week and is located six miles northwest of downtown Dallas. They have a tremendous parts department and a full line of *Easyriders* Roadware clothing. Plus, one of Bandit's bikes is on display there. Check it out.

After taking their picture I rode just north of Dallas, to Denton, to see my old pal Savage Williamson, an associate editor of the rag you're reading. He also does a lot of work on another one of our magazines, *Biker*. We stayed up half the night shooting the bull. Earlier that afternoon I got the chance to meet all the members of the Swine Cadillac band. They play Texas blues. I met them years ago on one of my earlier trips, but they were working and we didn't get to socialize like we did this time. I took their photo on Sugar. A couple of them ride. They've played →

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Artwork at the Valencia Bar and Lounge, Albuquerque, N.M.

Hank and Audrey Williams' grave site, Montgomery, Alabama

for many biker groups, such as ABATE. That afternoon in Savage's front yard, we saw swallows forming up packs and getting ready to split the Denton area to who knows where.

And that's just what I did the next day, after waiting out a lightning storm. Sugar and I were headed south to get ready for Biketoberfest in Daytona Beach, Florida. The route I chose was I-20 east to Montgomery, Alabama, just to see what I could see. What I found were some neat old buildings and the resting place of Hank and Audrey Williams put up by Bosefus in memory of his folks.

During my stay in Montgomery, I went to Cycle Kinetics, an aftermarket retail store. They don't do service, but they carry a heavy hard parts inventory and are easy to find. I also visited a couple of Confederate Civil War graveyards, before splitting the next morning for Florida. We made it safe and sound late that evening, arriving at Butch Starne's and Monica's place in Orlando. All together, I logged about 2,400 miles after leaving Albuquerque. It was great weather all the way. Well, that's about all the room I have for this month's column. I would like to hear from you folks, so how about dropping me a line to tell me what's been going down in your area. Until then, see ya.

—*Rip*

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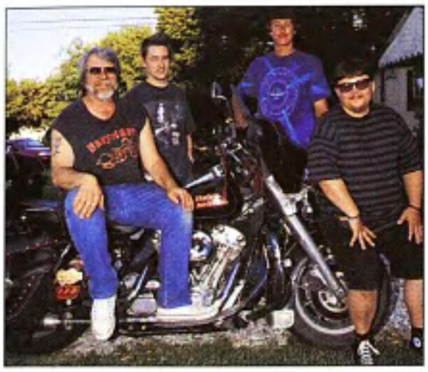
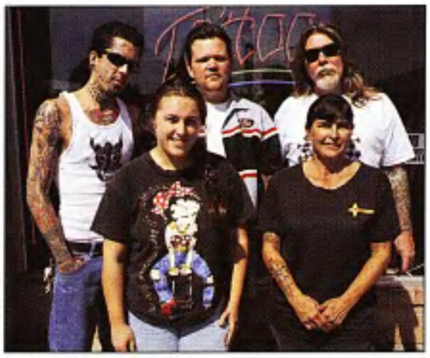


Swine Cadillac band members, Denton, Texas.



Photos: Rip

Route 66 Fine Line Tattoo artists.

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STRANGER THAN REAL

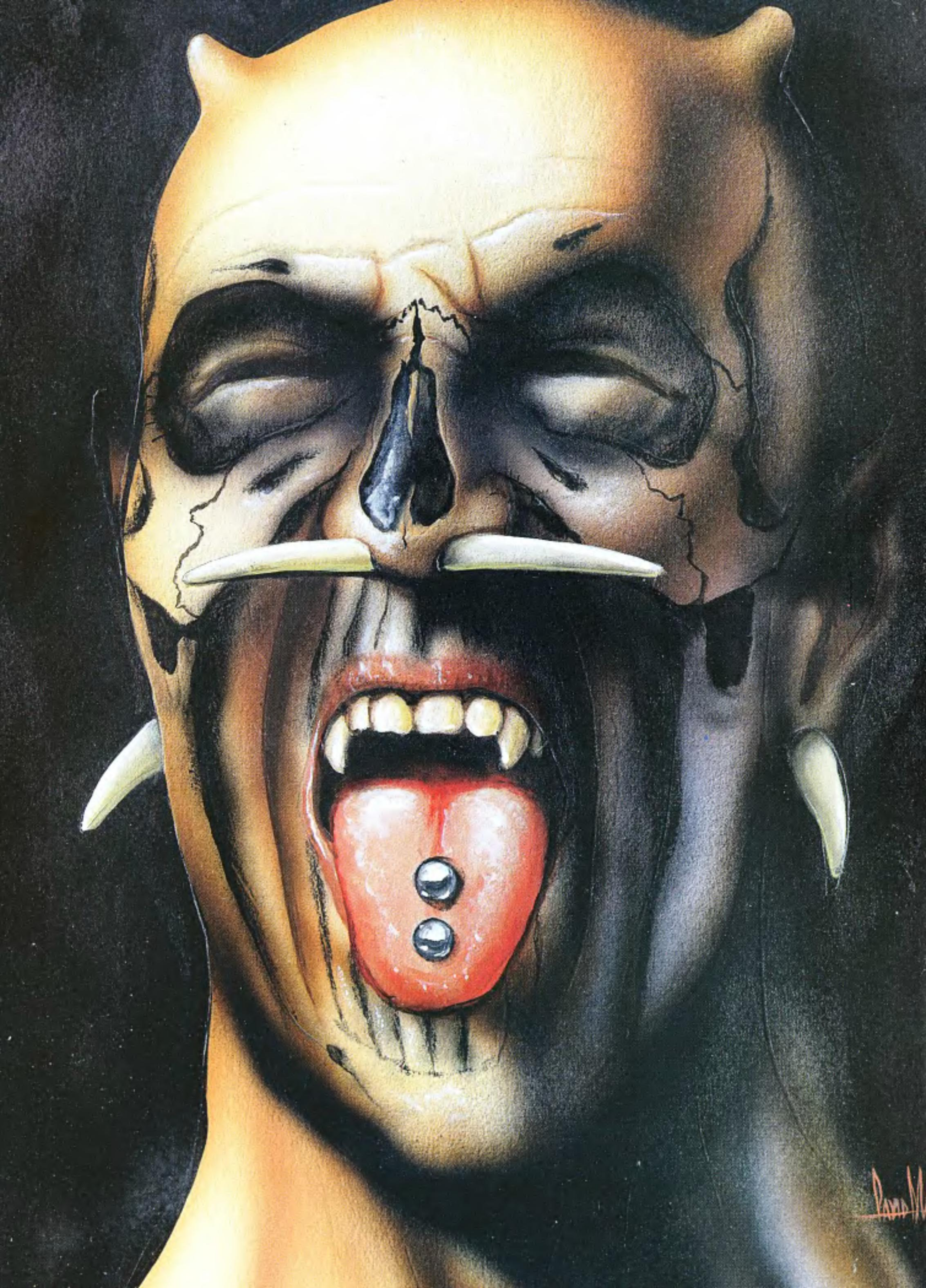
Ten Things A BIKER Would Never Say

In an effort to educate the thinking man's biker out there, *Easyriders* continues its never-ending search for truth, justice, and a really good burrito. This time 'round, we bring you a list to live by. If the end of this century is making you a little too warm and fuzzy or just plain too politically correct for your bros to hang with, we offer the following advice. Take it to heart brothers and sisters, lest ye be confused with the average walking dead citizen out there. Pay attention, we'll be conducting random phone checks to make sure you retain this life-saving information.

—*Phantom*

10. I think Barry Manilow is one cool muthafucker.
9. While I'm up, can I get you a beer?
8. I think hairy butts are really sexy.
7. Sometimes I just want to be held.
6. That chick on *Murder, She Wrote* gives me a woody.
5. THOSE ARE JUST TOO BIG!

4. Sure, I'd love to wear a condom.
3. We haven't been to the mall for ages. Let's go shopping.
2. Fuck Monday Night Football. Let's watch *Melrose Place*.
1. I think we're lost—we better pull over and ask directions.



Poison Grandmas, Cannibalistic Fairies And Black Madness

FICTION BY JIM HOUCK

Did I murder? The song lyrics kept ringing through my head. I'd lived there before. I knew the place. Although this time I was to rendezvous at an unknown location, deep in the East. Land of the dead. Whores for free. Just run 'em down and rape 'em. Most won't even try to get away. Greasy building fronts decorated with the spray from last night's argument gone wrong. Burned cars. No glass. Mean black faces at the ends of death alleys. *Did I murder? Did I murder?* The song. Eye contact. *Did I murder? Did I murder?* The rough brick and broken pavement caused the forks of the Wide Glide to work overtime. →

I'd been here before. The East, as it's known. East New Orleans. Dumping ground for dead souls. Desperation is all the rage there. Fatigue is the staple dress. Abrasive fatigue that wears a man down. Constant, relentless negativity. Murder, mayhem. Nothing else.

The Rev had scheduled to meet in a most peculiar place. This did not surprise me. My years of working with him had readied me for the oddest of human dealings and The Rev was clearly one of those rarefied individuals who operates so far out of the boundaries of what could be considered the norm that attempts at prediction go beyond vain to absurd.

A leaning blacksmith shop made from hand-cut slave bricks. A burned pickup. Glass and barbed wire in an angry knot and rammed into the doorway of a blackened movie theater. 2301 Chef Mentuer. It was an address that was to elude my searching headlight for all eternity, sending me on a horrifying trail through the underrot of The East and a strange dot of sparkling light with cannibalistic fairies and a poisoned grandma.

The phone rang. There were no outstanding warrants that I was aware of so I picked it up.

"Striped Horse, Rev here."

"Rev, how do you find me like that?"

"July 5, Big Easy, The East. Rendezvous. 2301 Chef Mentuer Highway."

"The East. Why? Who's coming?"

I COULD SMELL THE SALT, FISH, WHISKEY, PUKE, AND ROT OF ART DECO HOTELS

"Myself, yourself, Special Agents BV and D and Swami."

"What should I bring?"

"Bring some of that fine nutmeg of yours."

The line went dead.

The Rev sometimes did things normal men didn't do. It wasn't a good thing.

I walked out onto Collins and looked at the Atlantic. The sun was just beginning to rust on the watery horizon. It was 5 a.m. South Beach was silent. The bell fuck behind the desk in my hotel, The Franklin, was in a red sleep. The beautiful people had gone to bed or were still behind the smoked glass of Warsaw, The Spot—or whatever new club had been opened the day before—spinning, sucking and each other watching. I could smell the salt, fish, whiskey, puke, and the rot of art deco hotels being allowed to go bad through neglect and commercialization. But there was no time to enjoy such simple pleasures. The Easy was a hard day's ride through endless highway patrolmen in Florida and half-assed roads through Mississippi and Louisiana. Not the kind of ride one makes for pleasure. Twenty-four hours of screaming wind, V-twin roar, bugs, rain, rocks, vibration sickness, and a jacked spine that would leave strong men bent-backed with pain. This had better be good, I thought to myself as I tromped the kicker to Big Lucy.

I noticed a bank clock behind iron bars. 11:38 p.m. Bad time to be cruising the back streets of The East, a neighborhood known to the FBI statistics bureau as one of the two

worst murder areas in the continental U.S. The Desire housing project, the number one murder champ claimant, was coming up. I knew a honkey on a loud bike wouldn't make it to the far side of the mile-long rows of brick buildings. I wondered what in hell The Rev was up to.

The lights in my rearview mirror had been behind me for a while. I turned left over some abandoned train tracks and got a side view of the ride in my mirror. A lowrider. Dark purple. Chromed rims. Black windows. Locals. Every town has them. A group of resident badasses. Unfortunately, I was running low on gas, or I probably could have simply used Lucy's quarter-mile ability as a weapon and left them in a pile of sound and 80-inch muscle. I rolled up to the only set of station pumps around and stopped. The attendant was warily eyeing both the hippie on the Hog and the brothers in the lowrider through pockmarked bullet glass. What transpired after our arrival probably got a good pair of Texaco-wear britches "ruint," as they say.

The attendant took the five I slid into the change box without looking me in the eye. I walked to Lucy. The hammer from the Double Eagle Colt was outlined in the worn area it had made in the leather of my vest. Five young gangsters got out. I silently cursed The Rev.

"Say, brah, say brah," a punk with black glasses and a concealing sweatshirt said as I removed the winged gas caps. "Say, brah. What type bike dat is?"

I SLIPPED DOWN ON LUCY AND RACED ONTO THE BUSTED STREETS

"Wide Glide," I said, watching his hands.

"Wide Glide. Oh yeah, oh yeah, I heard dem," he lied. The others nodded in agreement.

"Say, brah, you couldn't spare no help for us? See, we's low on gas and we need fi dolla."

I was quickly losing my pals from my peripheral vision as they sauntered around behind me. Bad-assed locals pissed me off more than anything I could think of. Bike thieves pissed me off less. Last one I'd encountered earned himself a permanent track across his left eye from a bottle opener. The only person I wanted to pop more than these strong-armed local fucks was The Rev. He would get his. But for the moment, these brats needed to learn something outlaw bikers call "class." I pulled a lighter out of my side vest pocket. Leaning one elbow onto the gas tanks next to the spewing nozzle, I fired up the 3-inch flame.

"Ain't got no cash for ya, brah, but I was wonderin' if I could bum a smoke. See, I smoked all mine already," I said, staring back into the black glasses.

"Say, brah, don't know nuthin' bout no gasoline?!" the glasses yelped, jumping backward.

"Muthafucka!" I heard from behind.

The gangbangers quickly returned into view.

"Don't tell me you're out too," I said as the fuel fumes rocketed in a witch-like column out of the right tank and into the air just past the waving flame. "Fuck. Now what →

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kind of luck am I having tonight?"

The bangers were too rattled by their brush with death by incineration to remain focused on their original plan, whatever it may have been. They made their way back to the lowrider and drove off into the sticky blackness of New Orleans.

I replaced the caps on Lucy and noticed the station attendant on the phone, talking rapidly into the receiver. Just what I needed. Heat. I slipped down on Lucy and raced onto the busted streets of The East, leaving the nozzle lying on the greasy concrete.

I couldn't stay out much longer. The heat was alerted and in the East they're way more dangerous than the murderers. And no doubt once they got their wits back, the gangsters in the lowrider would be looking to even things up. I could be sure that the phone calls were starting to circulate through the neighborhoods. A fucked-up white cracker in the area. It was only a matter of time before I caught a cheap shot in the side of the head. Then I saw it. A light at the end of the tunnel. A huge, blue, lighted sign that said, RollerWorld.

I figured that had to be where The Rev was holed up. There was no place else where he, Special Agent BV & D and Special Agent Swami could go in this dank orifice. I pulled up and chained Lucy to the hand railing. Then I went in. My second mistake. The first had occurred about an hour before, when I popped a hit of some damned Cheshire Cat on I-10 in anticipation of meeting The Rev.

They say good acid is hard to find these days. Not in South Beach. Mountains of the stuff are cranked out by the few boys club members nightly. They use it as a medicine, a root with thorns, to ward off the evil spirits which haunt such folk. I use it to keep things interesting. All you have to do is race down Washington Avenue with one arm extended holding a hundred spot and when you get to First Street throw a tidal wave of racing slick into the Atlantic and look down. The hundred will be gone and in its place will be a tidy bag of acid or maybe, if you're really lucky some Red Crank, with a receipt for your accountant.

I'd felt hints of the Cat starting to kick in when I was trying to bum the smoke from the stingy locals. SoBeach Cat ran about 13 hours and made things like the Kennedy assassination and our refusal to carpet bomb Vietnam make sense. It was a hellish drug and should be distributed widely in corporate America.

The lights in The Great Hall of Death apparently activated the smooth SoBeach tab. The crowd of gray fairies turned as one and began to float toward me when I stepped in the door. I instinctively reached for the Double Eagle .45, but common sense and a good amount of experience with the effects of recreational chemicals managed to override the actual draw-and-fire impulse. Fairies, as far as I knew, were harmless. Besides, my first-target priorities were quickly changing as I noticed a great, round, twinkling star near the ceiling oscillating slowly in the middle of the room begin to flash like a pulsar in space, casting small squares of colored light everywhere and the voice of a God Grandma boomed through the flowing maze of the fairy swarm.

A SET OF CLAWS RAMMED THROUGH THE FLESH ON MY RIGHT ARM

Had I a bit of common sense, I would have fled the roller rink at once and pled insanity for ever having driven across three states to The East to meet up with an anarchist like the fuckin' Rev. But the common sense gene had been unfortunately eliminated from my gene pool no doubt by some breeding impropriety generated by an overly attractive cousin or perhaps even a lascivious sister or loose aunt long before I was evicted from a convulsing womb.

"Hey, everyone, looks like we have a newcomer!" the God Grandmother shrieked. "Let's all give the newcomer a big RollerWorld welcome!" A tremendous electronic scratching sound, not unlike the old-fashioned 45 LPs used to make, ripped through the body-warmed air and an ancient Sister Sledge song, *We Are Family!* began to shriek from every corner of the heaving vortex.

"The Rev went too far on this one," I mumbled to myself as the skaters roared around me in an ever-decreasing concentric circle, triggering the paranoid side of life with effortless grace.

Suddenly she had me. A set of claws rammed through the flesh on my right arm. Scorching pain. I struggled to free myself or get to the giant .45 beneath my bug-speckled vest. The fairies scattered with squeals of terror and began to race in large, circular schools—no doubt for protection. God Grandma roared, her voice booming through the Great Hall. I pivoted my eyes in horror inside my trembling head and witnessed a dilapidated old troll who smiled pathetically and attempted to lead me by my bleeding appendage to the middle of the sacrificing floor in a transparent welcoming gesture which I recognized at once as an attempt to trick me into some sort of hideous trap. Had it not been for the survival tab of Cheshire Cat, mixed with dastardly accuracy by the Non Linear Sand Fuckers of South Beach, I would have been finished. But as it was, my strength was doubled due to a rather colorful chemical triggering of my fight-or-flight mechanism.

"Limbo time!" God Grandmother roared savagely.

My adrenal gland flushed. I spoke the rare language of the Swan Goose tribe. I knew limbo meant "to cannibalize."

Boom! The Cheshire Cat tab kicked in full force the way the kick-starter on an old '59 Panhead can send a 300-pound biker weighted down with firearms, knives, and winter leathers six feet into the air when it kicks back. Reality would have to wait.

Everything began to twirl. I figured it was from loss of blood through the sagging wound where God Grandma's talons had punctured my arm. Then I realized she must have injected some sort of hideous spider venom into me. I turned and got a good look at the monster. She had a purple battle helmet made from tiny fibers on her head not unlike human hair. Around her neck was a curious wire with what appeared to be a tiny, remote microphone. Clearly some sort of electronic Marquis de Sade device. Her hide came down her face in great, cascading waves, broken by a roughly hewn nose and her teeth floated freely in her mouth when she spoke, making menacing little clicking noises, letting me know that she had the ability to spit the venom-filled bastards great distances and with tremendous accuracy, poisoning her victims on contact.

"Wheeeeeeeee," she screeched, her matronly eyes red with murder. →

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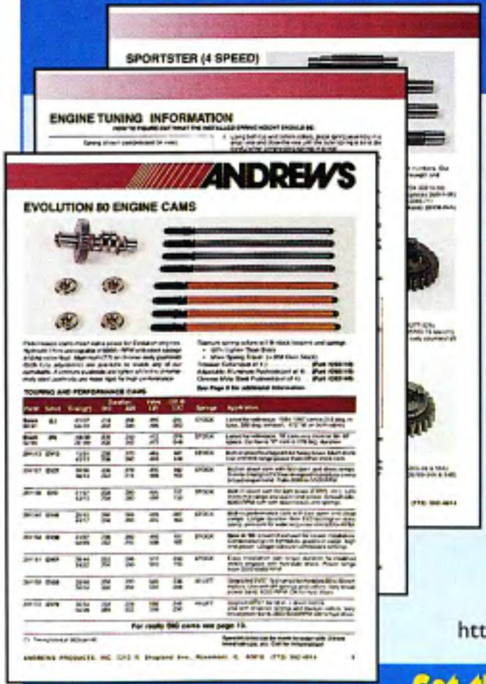

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And with a mighty hurl, she flung me on a crude guillotine on the far side of the Hall of Death. All around me shrieks of ecstasy from the evil fairies bounced past as I hurtled toward the sharpened bamboo pole lying horizontally only a few feet above the floor, supported on either end by bloodstained uprights. At the last second, off balance and flying out of control, I managed to duck, narrowly avoiding death by decapitation.

The fairies let off a loud cheer, their lust for blood only heightened by my fighting spirit. "Limbo!" was their fatal cry as the stick passed over my head. God Grandmother laughed the Cry of Doom, her voice echoing off the walls. I rolled to my back. Yanked my vest open. Everything else came automatically, thanks to the Cheshire Cat. The huge Colt barked fire and thunder and the fairies scattered like quail at the muzzle of a fall gunner. God Grandmother shrieked in fear, spitting her poison teeth at me, but they missed their mark, falling several feet short of my exposed right leg. I ran for the door and flipped over a bench, nearly breaking my arm. Regaining my feet, I dove over the railing and landed on Big Lucy. Firing the V-twin and slipping the clutch as one, I shot to the end of the chain holding the big chopper to the guardrail. The bike violently swapped ends and slammed down on its side. My head ground deep into the gravel as I slid to a stop several yards from the downed bike and even the premium acid couldn't quite quell the fire which now burned in my bleeding skull. The evil fairies charged out the door at the sound of the crash, the notion of having a second chance at their prey apparently reviving their lust for human flesh. I banged in a second magazine and began to soften the parking lot, firing randomly over my shoulder. The fairies screamed and made strange galloping strides through the gravel, their peculiar round feet working poorly outside of their natural environment of smooth wood flooring, leaping over the burned cars and barbed wire, diving for cover. The God Grandmother, her pestilential teeth now spent, made raged sucking sounds of confusion and fear and tried desperately to rally her deserting fairies, calling for them to hurry back inside the safe haven of her dark castle. I used the last round of the .45 to twain the log chain holding Big Lucy prisoner. Wrenching my back, I righted the rumbling Hog, jammed it into second and sent a meteor shower of gravel into the face of the tainted granny.

Later that night, in some nameless rest stop on the Florida Turnpike, I washed my wounds and pondered the night's events. I'd had a bad run-in with cannibals. The acid that had saved me from the evil fairies and their granny ruler was now fading and my skull shrieked with pain where I'd run into the rocks. Not only that, Big Lucy now had a bent front rim that was causing her to travel with a serious limp. The Rev had sent me on a wild goose chase. No doubt his perverse sense of dope-torqued humor made it somehow funny to send good tax paying citizens into deep peril. Thankfully, I had displayed the good sense any biker-citizen has and had taken along some damned strong chemicals without which I would not have been able to survive my alarming encounter with the forces of roller skating evil. Considering the location, I had to assume I was the first biker to ever visit, much less shoot up, RollerWorld, so I was able to feel a bit of pride in breaking new ground for my brothers in the bike world.

THE BIKE VIOLENTLY SWAPPED ENDS AND SLAMMED DOWN ON ITS SIDE

When I got back to the Franklin, I'd have to sit down and figure out how I was going to get even with The Rev.

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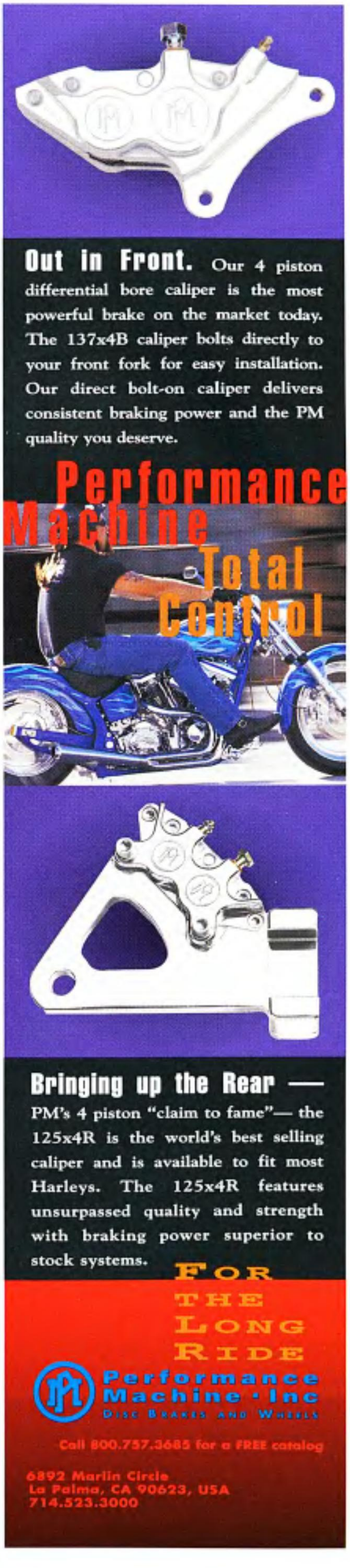

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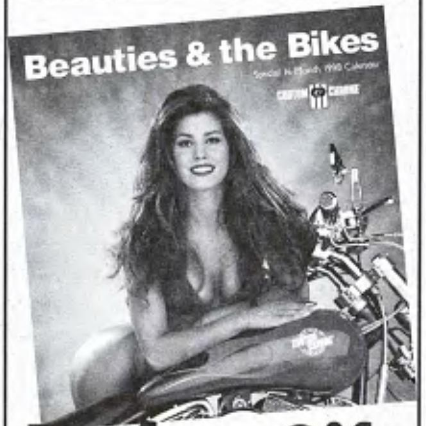

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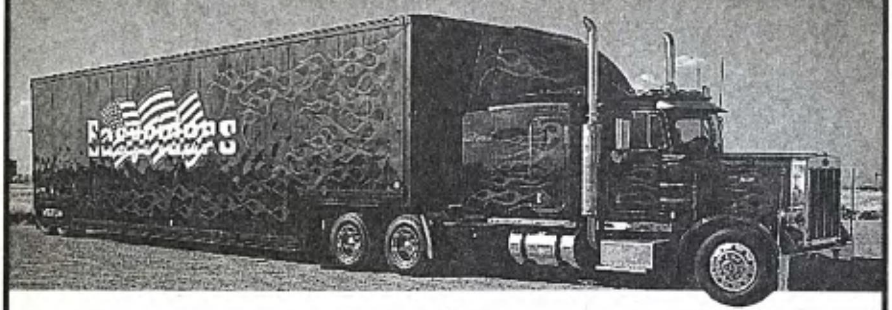

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AMERICAN CENTURY	125
AMP RESEARCH	122
ANCIENT ART TATTOO STUDIOS	126
ART BRASS PLATING	122
ATLANTIC COAST PLATING	123
BARNETT HARLEY-DAVIDSON	127
BILLET BILT	122
BISON PLATING, INC.	125
BRITISH CYCLE SUPPLY	122
BROADWAY M/C SPECIALIST	122
CAL PRODUCTS	124
CALIFORNIA M/C COMPANY	126
CLEVELAND M/C SUPPLY	124
COASTLINE CUSTOM CYCLES	122
CUSTOM CHROME	124
DRAG SPECIALTIES	124
EAGLE'S EYE	128
EASYRIDERS ROADWARE	122, 125, 126
EASYRIDERS TRUCK	127
GRAVES PLATING CO.	126
HAR-LOCATE	122
HARLEY DAVIDSON OF W. VIRGINIA	125
HEADWINDS	123
IRON HORSE RENTALS	125
LBV ENGINEERING	123
LEATHER LEGS	123
LEONARD MAGGIORE	125
MORONEY'S HARLEY-DAVIDSON	125
MOTHERS CUSTOM CYCLES	127
MOTORCYCLE MECHANICS INSTITUTE	124
MR. B'S LIFESTYLE	123
MUSTANG	124
OKUN BROS. SHOES INC.	123
PAC-KIT SADDLEBAG CO.	123
PACIFIC COAST SUNGLASSES, INC.	122
PACIFIC HARLEY DAVIDSON	123
PROFESSIONAL TATTOO KITS	125
QUALITY RESEARCH	125
RAT'S HOLE	123
ROGERS TRUCKING	123
S & W TATTOO SUPPLIES	126
S.P. GRIP	123
SAMSON M/C PRODUCTS	126
SCHOOL OF MOTORCYCLE REPAIR	122
SPEED & SPORT CHROME PLATING	123
SUBSCRIPTION	128
SUPERIOR PARTS, INC.	126
TATEX-USA	126
TRAVELCADE	126
TWIN CITIES H-D SOUTH	125
VIDEO COMPONENTS	122
WHEELWORKS	125

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1995	259	260	261	262	263	264	265	266	267	268	269	270
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CHARGE IT, PART ONE
Tips For Trouble-Shooting Your Charging System

We all know the misery of a bad or failed charging system. Be it the battery, stâtor, regulator, or some nameless gremlin hell-bent on ruining your day, having a problem you can't fix with the turn of a wrench is a pain in the butt. Your charging system is completely checkable, and adding this into your basic maintenance routine could save ya some serious grief when you're halfway between nowhere and somewhere with an electrical problem. Now, although the layout for big twin and Sportster charging systems will differ slightly, the rules are the same for both, so we'll treat them as the same thing.

My bro Larry Curik at ACCEL was kind enough to throw in some pointers concerning the charging system, and since ACCEL is one of the biggies in the field (no pun intended), his advice really hit home. Common sense and regular maintenance can increase the life of your charging system more than anything else.

Let's start with an alternator-type system. Beginning at the stator, the charge flows into the voltage regulator and does one of two things: If the battery is sufficiently charged that instant, any additional power from the stator is "shunted" or grounded through the frame where the regulator is mounted solid. Should the battery need more juice, the charge moves along the third wire from the regulator to the main circuit breaker, past the starter's positive terminal, and finally into the battery itself. Pretty basic, huh? Now let's do that again with some maintenance techniques in mind.

The Alternator
Testing the stator is simple. First turn off the ignition and disconnect the regulator plug. Get your ohmmeter and set it at R x 1, then connect one lead to either socket in the plug and the other lead to ground on the crankcase (fig. 1). There should be no continuity across either test point. If there is, the stator is grounded and needs to be replaced. Another test involves connecting your ohmmeter (still set at R x 1) to both sockets of the alternator plug (fig. 2). Any resistance reading lower than 0.1 to 0.2 ohms indicates that the stator has to be replaced.

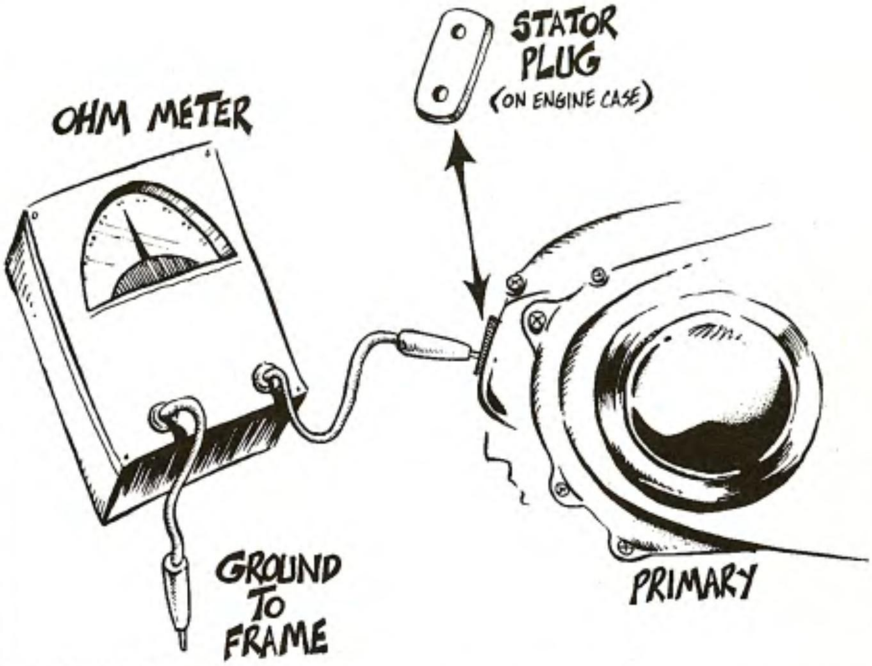

Figure 1: Checking for grounded stator.

There's also an AC output check in which an AC voltmeter is connected across both stator plug sockets while the engine is running at 2,000 rpm. The AC output should be 32-40 AC volts, or 16-20 per 1,000 rpm. Anything below this could mean a bad rotor or stator.

Regulator
Your regulator is technically defined as "a series regulator with shunt control that combines the functions of rectifying and regulating." OK, but we need to properly test the damn thing to make sure it's in top shape. Since, as I mentioned, the regulator shunts the unused power from the stator through its ground into the frame, its base must have a clean, tight connection for proper grounding. Verify your ground either visually, or by connecting your ohmmeter to a known ground, like the battery ground cable or the →

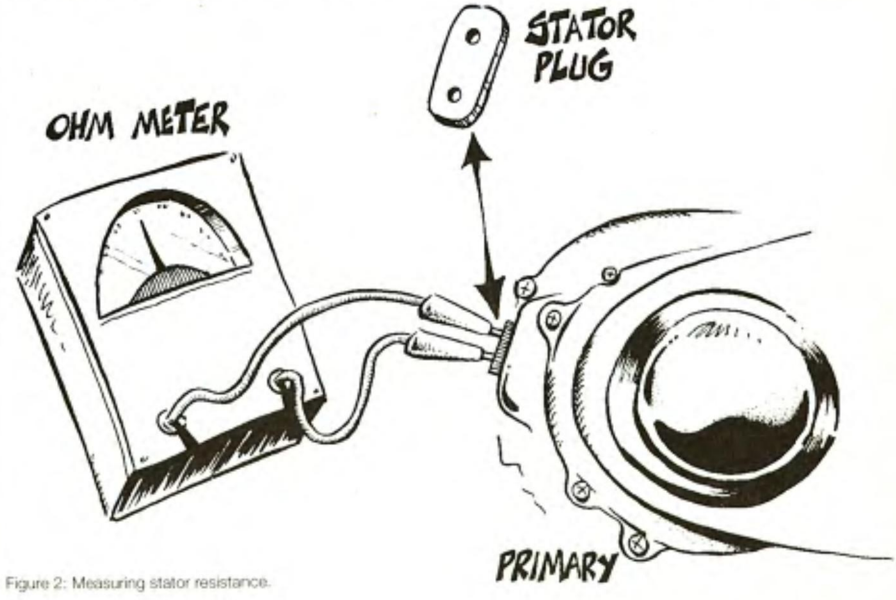

Figure 2: Measuring stator resistance.

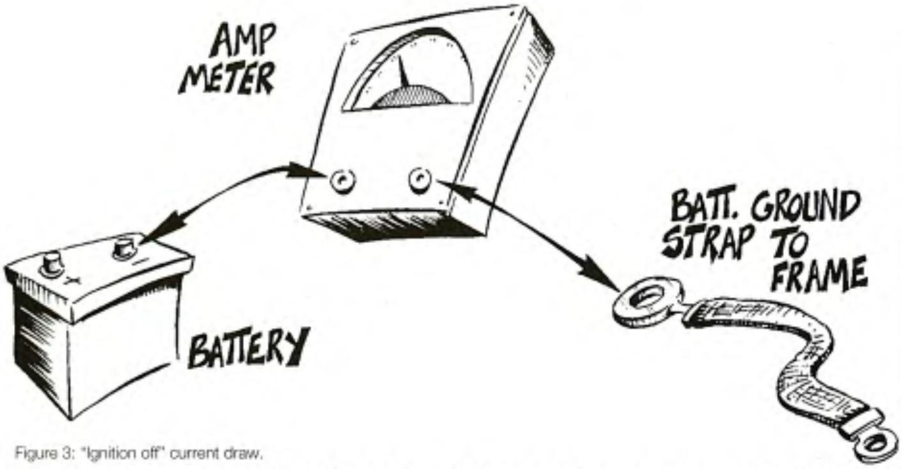

Figure 3: "Ignition off" current draw.

regulator's base. It should read a dead short. Make sure the plug into the stator is clean and tight.

There is a regulator bleed test you can perform also. Unplug the stator from the regulator, and use a trouble light touching one probe to a known ground and the other to the regulator pins in the plug (the plug on the regulator, not in the crankcase). If the light glows, replace the regulator. Finally, using an ammeter. You can do a milliamp draw test by connecting your ammeter in between the negative battery terminal (fig. 3) and the battery's ground cable with the ignition off and battery disconnected. If it reads anything above 3 milliamperes (no clock or radio) or, with radio and CB, 15 milliamperes ('88-up) or 40 milliamperes ('87-below) you may have an accessory drain. Any accessories causing a drain must be checked. This condition could cause the battery to drain completely if you store the bike or let it sit for long periods of time.

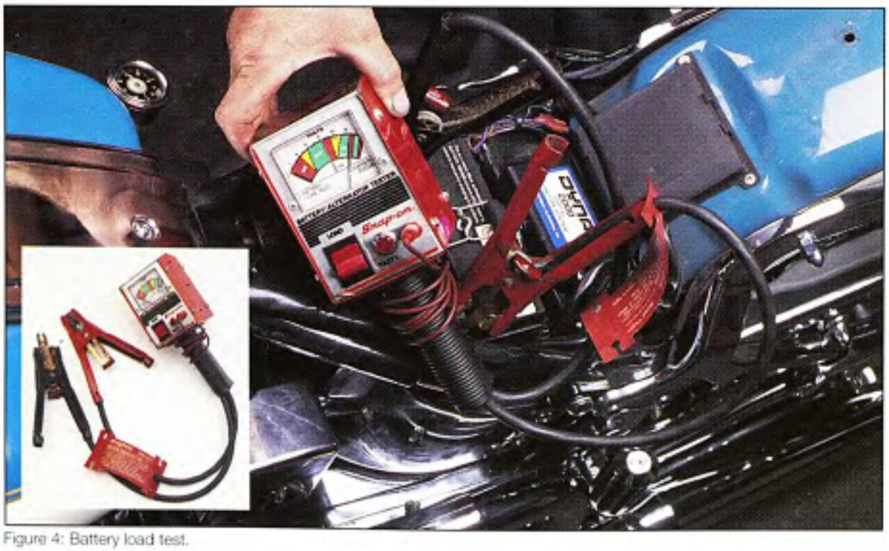

Figure 4: Battery load test.

Battery

I will go more in-depth on the differences between the standard type of cell we use now, and the new maintenance-free batteries that are becoming more popular these days, in a future article. Right now, we need some basics of battery testing. Testing your cell with a load tester is the easiest and cleanest way to go. Another test which uses a hydrometer is also just as relevant, but the load test will work regardless of the type of battery you use now (sealed or not).

To check your battery, you'll need a load tester (fig. 4). Most of you won't have one, but any shop will. The battery may be discharged, so fully charge it in order to get good results. Using the load tester, load the cell to three times its normal amp-hour rating. This is done for 15 seconds—no more. Once the tester's induction pick-up is placed over the battery's negative cable, the reading (for example) for a 19-amp battery being load-tested at 57 amperes for 15 seconds should be 9.6 volts—no more. If you don't own a load tester, crank the motor over with the starter for 15 seconds and check the battery voltage. It should be above 10 volts.

An electrical system's total draw can be tested to verify if the components are drawing more power than the charging system can produce. This is a good test to perform if you keep running your cell down during normal use of the sled. By placing the load tester's pickup over the battery's negative cable, the current draw reading is taken with all the accessories turned on (that includes headlight on high beam). Now check the current and voltage output by connecting the volt amp as shown in fig. 5. Run the engine at 3,000 rpm and increase the load as necessary to get a constant 13 volts out of the system. Inexpensive testers (fig. 6) are available at most parts stores.

The current output on a late-model bike should be 26-32 amperes, and should exceed the current draw by at least 3.5 amps. After removing the load, read the load tester's voltage meter. Voltage to the cell must not be more than 15 volts. If it is, go back to the regulator and check it again.

At this point, you now know how to tackle the testing of an alternator system. Further problems should draw your attention to the wire loom itself, paying attention to corroded or loose connections, chafed through wires and the like. Although this last bit of testing on the battery can sound technical, your trusty H-D manual should ease any fears you may have concerning these tests. Even if you decide to have a shop handle these procedures for ya, at least now you have a better idea just what the hell they're doing poking around in there. In Part 2, we'll handle all the basics for generator systems. —*Wordman*

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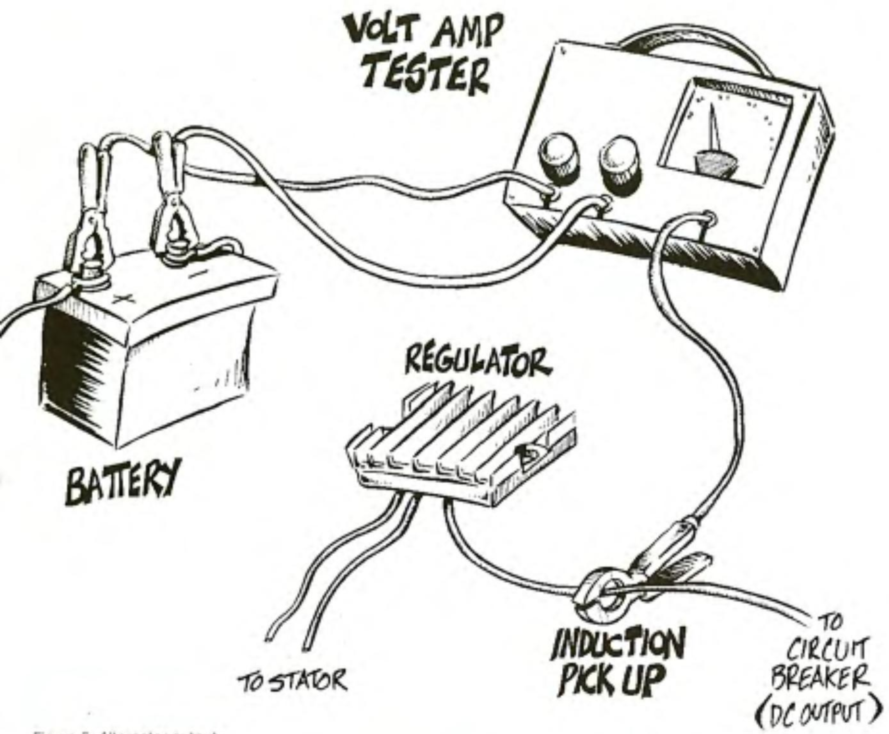

Figure 5: Alternator output.

Figure 6: Inductive ammeter tests starter draw and alternator output.

Illustrations: Jon Towle; Photos: Erik Falconer

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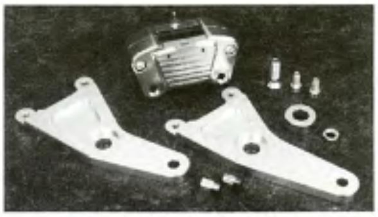

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Once again the roar of thunder and crash of lightning resounds in the great Northwest like God's own bullwhip. It must mean that John McLeod and the crew of Fast Company in Kirkland, Washington, are conjuring up yet another way to make Harleys go fast. Known for building ground-up customs with a definite slant toward high-performance, Fast Company has developed its own brand of quality performance products. This time the shop's machinist and wizard of quick, Eric Miles, has created a modification for S&S carbs designed to increase the flow of velocity by an amazing 12 to 15 percent.

Eric's own company, Speed Works, is responsible for melting local racetracks with an awesome array of go-fast tricks, which includes Eric's specialties: performance engine building and tuning. As Fast Company's machinist, he is constantly coming up with ways to push the speed envelope in creative ways. "We work with S&S products quite a bit," Eric says. "And one thing I noticed was that once an engine has been ported and flowed, the restriction to making more velocity is the stock carburetor." Last winter Eric called his experiment a project of boredom, taking John McLeod's 96-inch Softail into his laboratory.

"I noticed that a stock S&S Super E carb will lose airflow because of the design of the venturi," Eric says. "I reasoned that if the venturi could be modified to incorporate a more gentle radius, we'd get more even flow." The first step is to tear the stock carburetor apart so that it can be welded on. Eric takes the carb to the porting bench in order to improve the radius of the venturi. The stock venturi's two machined angles come to a point. This tricks the carb into thinking it is a smaller inside diameter. Eric grinds this down with a rotary file to radius the corner.

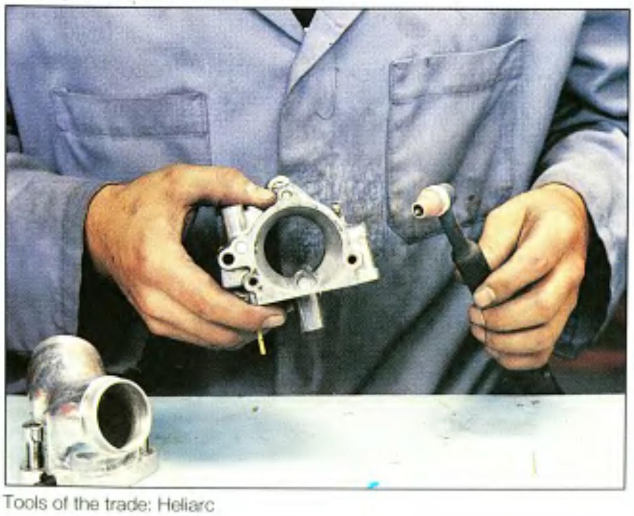
In step two of the process, Eric centers up the carb and welds in extra aluminum material to build up the bottom of the venturi. "I also have to weld all the little

Stock carb.

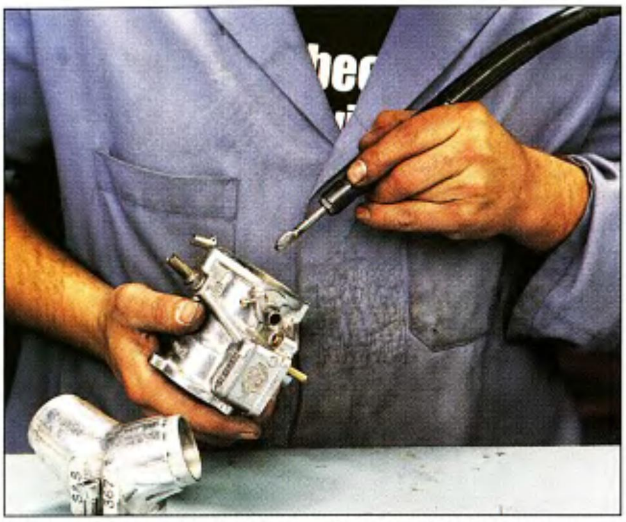
Carb on porting bench for grindin

Welding extra material inside the carb.

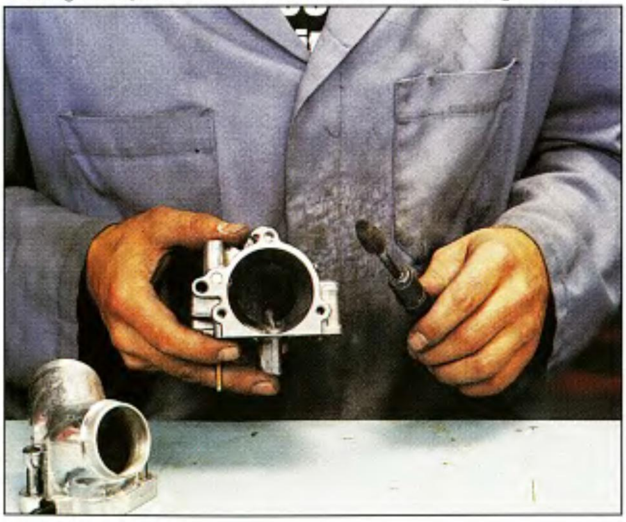
Welding on caps and fuel galleys.


Tools of the trade: Heliarc

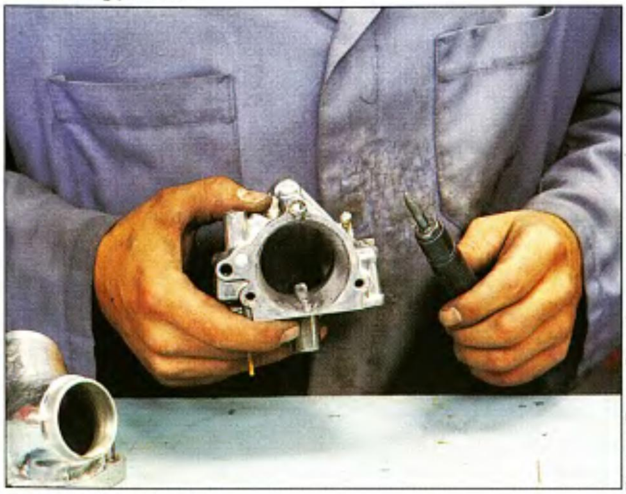
High-speed grinder.



Grinding down point where stock venturi's two machined angles meet.



Venturi being polished.



Small burr for tight work.

Photos: Bruce Carroll

caps and fuel galleys on the carb. Then I create a smooth lead-in ramp," Eric says. "The venturi doesn't turn out bigger but it is smoother and then it's polished to a high luster. You don't want polish inside the port, but rather where the fuel is introduced." Polishing is the final step before putting the carb back together for installation on the bike .

Though Eric didn't expect the original experiment to work as well as it eventually did, he replaced John's S&S G carb with the first modified E and took it out on the road for a little hands-on testing. "The first thing I noticed was that the bike was incredibly smooth in the low end range, not perking like a coffee pot," Eric says, grinning. "Then I also discovered that with a twist of the throttle, the bike would practically pull your arms off!" Eric put McLeod's Softail on Fast Company's Dyno and discovered that the bike made an additional 12 horsepower and 17 foot-pounds of torque.

Eric has applied for an industrial modification patent on his hop-up and offers the "in-shop" modification exclusively through Fast Company. "The end result is that the carb can now breathe," Eric tells us. "Though I don't recommend this modification on stock Evo engines, it is great for bikes with flowed heads or S&S motors. Speaking of S&S," Eric says, "I choose S&S carbs over anything else on the market because the tuner is very stable and user friendly."

Fast Company's speed demon and wrenching guru is currently working on a top-secret modification that promises to be even hotter and more tunable. Look for details right here in *Easyriders*. For information on quality high performance for your bike, custom bike fabrication, service, parts, rides, and fellowship, contact John McLeod or Dan Johnson at Fast Company.

—Phantom Dave

Sources

Fast Company
835 7th Ave., Kirkland, WA 98033
(206) 828-4130

S&S Cycle
Rt. 2, Box 215, County G
Viola, WI 54664
(608) 627-1467

TRANNY TROUBLE

OK, this may be an easy solution for you brains in the Talking Tech department, but I'm having one hell of a time figuring it out. My 1990 Softail Custom has developed a shifting problem that's driving me nuts! I get first, then second, then *vroom!* No third. I know there are two springs in the shifter mechanism that can and do break, but the shift lever seems to have spring tension up and down. I just know it has to be something simple that I am overlooking, and I do not want to pay the damn H-D mechanic to tear into my bike then tell me it was a simple problem. Whaddaya think?

Steve Locke
Seattle, Washington

I'll take a stab at it here, and suggest that if extended or aftermarket forward controls were installed on your scoot recently, I'd have a look at the position of the foot shifter lever. If this sucker's set too low, the result is the exact problem you described. You probably also have figured out that by tapping the lever down ever so slightly after grabbing second, third will be there, no problem. Check into the setting of the foot lever, especially if you ride with big, heavy boots like Red Wings. Make sure there is clearance for your foot and adjust accordingly. This adjustment can also affect a stock set of controls—so check it out.

GEARED TO GO?

I have a '78 1/2 Shovelhead FX that I've left mostly original (since there seem to be very few "original" bikes that old) with the exception of a CV carb I adapted to the intake, and an old Ness 2-into1 exhaust. The engine is stock 74 cubes, and I lack a 5-speed tranny. I'd like to be able to run closer to the pack of Evo-powered Softies my buddies ride, but I'm not into altering the engine displacement-wise. Do you think gearing might be an option?

Big Zeke
Chicago, Illinois

Yes, gearing can make a whole bunch of difference. It can't make up for a severe lack of power. Also, you can reduce the top-end rpm once you are at speed, saving you mileage as well as wear and tear. I had a bro with a similar ride who changed the stock gearing over to a 24-tooth tranny sprocket coupled with a 46-tooth wheel sprocket. For the little bit of bottom-end "oomph" that he sacrificed, he can run all day with the hot-dog 80-inch Evos without a hitch. Give it a try, after all, changing gear ratios on a chain-drive sled is cheaper and easier than on belt-drive models. Harleys make great bottom-end torque—use it wisely.

PIPING UP

I'm so frickin' tired of re-po exhaust pipes. The selection for Panheads and Shovelheads is, at best, slim. I've got a 1973 cone engine in a '49-'51 wishbone frame—stock condition. I was wondering if there were anyone in this great country who could fabricate a set of exhaust pipes for my sled in 1 3/4-inch size. Any help in my search will be greatly appreciated.

Treat
The 'Ville, Kentucky

Damn near any muffler shop in the country should be able to bend ya a set of pipes, even if you have to take care of the mounting tabs and flanges elsewhere. I have a couple of bros who have gone that route on their rides, and they are quite happy with the results. If you know a good welder (or are one yourself) you can purchase steel tubing in various bends and you can fabricate a true custom system that way. Then you can have them coated or chromed, or whatever. My next pipe construction project includes stainless tubing because of its look and durability. Burns Stainless (1013 W. 18th St., Costa Mesa, CA 92627; 714-631-5120, 714-631-3184 fax) has a wide selection of stainless tube, and my bro Fiddy at Advanced Tube Engineering (18211 Unit C, Enterprise Ln., Huntington Beach, CA 92648; 714-847-7888, 714-841-4114 fax) can bend ya up anything you might need. He also has tons of steel and stainless steel bends in stock.

SOFT TO HARD

I inherited a basket-case Softail that was apparently wrecked bad enough to tweak the frame. Right now I'm having my mechanic check out all of the hard parts to make sure they're roadworthy, but I'd like to transfer the drive line into a rigid frame. Is this possible?

Carl Blade
Miami, Oklahoma

Yes indeedy. Try Chopper Guy's (707-557-2400, fax: 707-557-2451) complete line of rigid frames that take up to 200-series rear tires, and will accommodate stock or stroked engines without a fuss. Also the Fat Guy Rigid frames are designed to use many standard big twin and Softail parts so you can make the conversion from Softail to hardtail smooth. Drag Specialties has all of the bits you'll need as well as the entire line of all Chopper Guy's frames.

BAFFLE BLUES

I need a straight answer. I have a stock 1988 FXSTC. I put 2-inch Python drag pipes on it with baffles. Can I run these pipes without the baffles? I have talked to different mechanics and get different answers. Some say no, because it could burn up the valves. Others say I will just lose performance without the back pressure. Can you please help me out?

Mike "Slider" Callahan
Littleton, Colorado

Depending on what other modifications have been done to your engine, the loss of additional back pressure can drop the power. The best way is to try it "seat-of-the-pants" and go blast up the road with and then without the baffles. If you lose enough power to notice—turn back. Generally, I find that Evos like some back pressure, but not too much, and not too little. Give it a try. ⊙

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.

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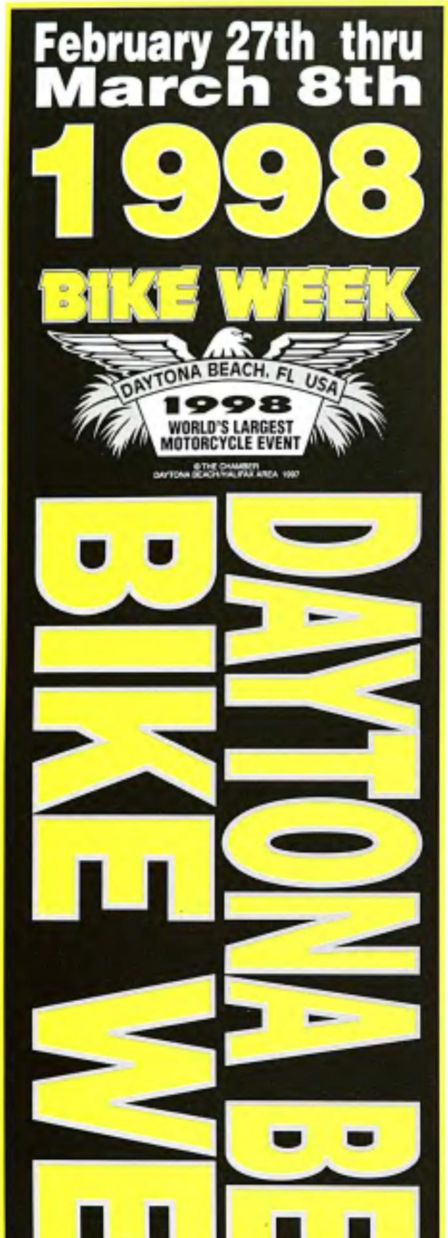


TECH TIPS

THE V2 + 2

A 4-cylinder Harley Hybrid

I have always been interested in people who, for whatever reason, go out of their way to build their own bikes. Some build their dream machine by using solely aftermarket parts, others go one step further and fabricate their own. They weld up a special sissybar, make a different set of forward controls or even construct their own frame. Not many, however, can say they're building and inventing their own engine. Shorty can.

Not long ago, I got a phone call from Shorty, a longtime biker and patch holder from Portland.

"Say Grizz, I thought you promised to send an update about my bike to *Easyriders*, but yesterday I spoke to Bandit and he acted as if he had never heard from you. What's happenin' here?"

"I just had an argument with *Easyriders* and I'm not really sure if they still want to work with me," I responded truthfully.

"Shit, man, I suggest you set your differences aside and start helping me with my Vee-two plus two project. Hell, if you guys won't support me, who will?"

The normally soft-spoken man from Portland was right. If we want to stay true to an all-embracing biker brotherhood, we should at least help each other out any way we can, since nobody else will.

Shorty's project started a long time ago. Actually, he seriously started thinking about a 160-cubic-inch power plant after he could not recapture the incredible rush he had gotten from his first ride. Who doesn't remember their first ride, especially the one on a Harley? The raw power, the enormous torque, the tremendous thrill! Shorty wanted to build a motorcycle with that kick-ass thrill built in. He wanted to create a big engine with Harley characteristics. But Shorty's handicapped and lacked the funds.

"I can't use my right hand properly," Shorty explains. It hasn't kept him from trying to live up to his dreams, though. Every single penny that can be set aside is put into the ambitious project. "It is like an obsession worse than drugs," Shorty says.

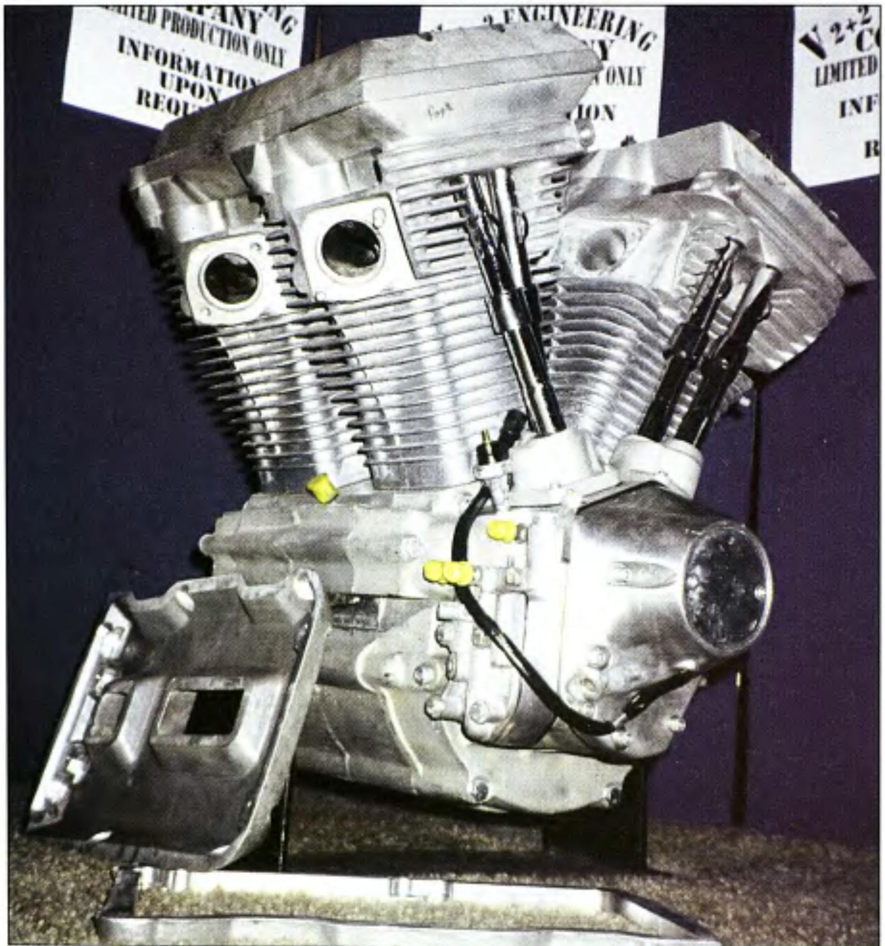
The first one to believe in the V2 + 2, besides the man himself, was the now deceased Outsider President, Righteous Robin. He bought Shorty two brand-new Harley Evo engines. Internals were fabricated and cases and valve covers were casted according to Shorty's specs. Then brother Goose jumped in as a sponsor for the assembly of the humongous four-cylinder engine.

With the help of Tim Taylor and the Eastside Motorcycle Co., the engine was recently installed in a special frame. An awesome monster on wheels. Although the design for the engine and rolling chassis can be called radical, it still has to look and act like a genuine Harley, according to Shorty. "Harley and Davidson are the gods. If it would have been possible, I'd rather have their name on the gas tank than mine," the man admits.

The V2 + 2 project is progressing slowly. The engine, for instance, hasn't run yet. Shorty's reaction: "I needed to envision the complete unit and I wanted to show people and possible investors how good it will actually look. For all those who don't understand, I can only comment like they did in the bible. 'Oh ye of such little faith, this baby will run.'"

Seldom will you find guys from the streets trying something this radical. It is special, and something we should treasure. If anybody is willing to help Shorty continue his dream, write to: Eastside Motorcycle Co., c/o Shorty, 3939 N.E. Cully, Portland, OR 97213. —*Grizz*

Designer Shorty, above, calls the V2 + 2 a motorcycle for large individuals.



The enormous engine. Just have a look at those casted cases.

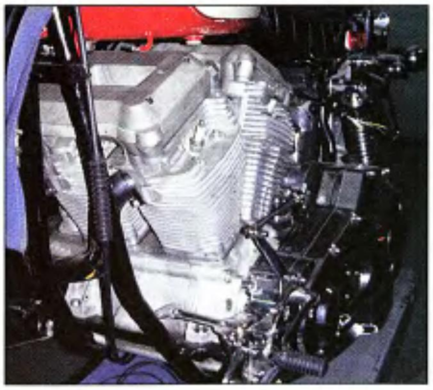


Photo: T. Grizzly Beerepoot

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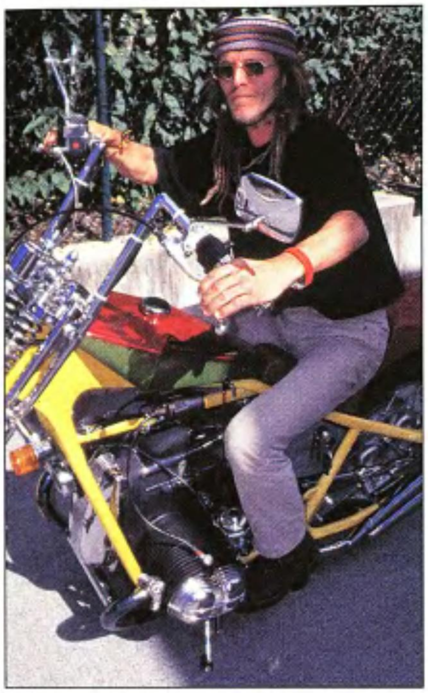
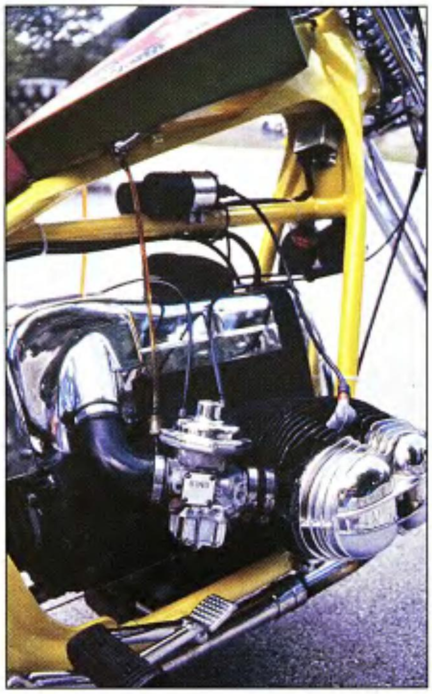
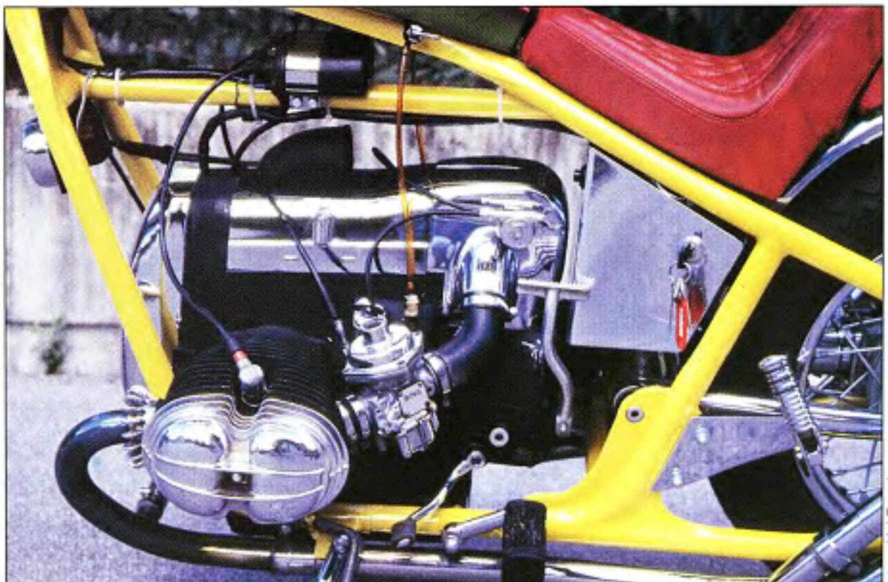




Hans Sollner
Bad Reichenhall, Germany
'82/'56 BMW Chopper



Photos: Kai Raecke

As Bavaria's most famous and notorious bad boy, political satirist, pot proponent and reggae-meister, Hans Sollner has been a thorn in many a politician's side. Over the past 15 years, he's been a mouthpiece with a guitar for the common man. While his critics accuse him of not having a musical bone in his body, he nonetheless fills every venue he plays throughout Germany and Austria. And while the chops on his guitar may be few and simple ones, it's his biting lyrics about marijuana, the German government, marijuana, teenage prostitution in Thailand, and marijuana, which have brought him money, fame, and adulation from his fans. He speaks his mind, when most people simply shrug their shoulders and quietly do as they're told. He lives the life he sings about. And for that, his fans love him dearly.

But his guitar chops are not the only things dear to him. Take this radical BMW chopper, for instance. "I bought this bike back in '82 from the first money I had made as a performer," Hans says. "I figured, if I'd never see a stage again, at least I'd have this bike."

Hans can't tell us much about the bike other than "it's an '82 with a '56 750cc engine." But he can talk about the obvious, of course: "It was built with my love for Jamaica and reggae foremost in mind." Hans is a funny kind of guy; although he's learned to trade, when it comes to repairs, he pays other people to do the work for him. "I'd rather just ride, or I'll spend time with my three sons, my animals and my marijuana plants." Yes, Hans grows 'em in his back yard and in his house. But as he says, "people expect that, when they come to my house." And does he cook? "Only when I get the munchies." Don't bogart that joint there, Hans, and serve us up some jerk chicken, will ya? *—Dewbie* →

Photos: Jonathan Stevens

Ryan Alosio
Hollywood, California
1985 Special Construction

A few months back there was a letter in the Wordmonger section from a guy who accused me of not communicating with the owner of a bike we featured. I was offended. I go way beyond the call of duty to try and find the owner of every article I am assigned. And the few times I wasn't able to, I said so.

Take this month's subject, Ryan Alosio. We had two phone numbers, which were disconnected. People move and have unlisted numbers at random. Shit happens like that around bikers. But I wasn't satisfied with not getting ahold of Ryan. So I made some calls, threatened a few operators, networked with West Coast bikers, and with a little favor from BAM, I found a number in Hollywood. I figured the worst thing that could happen was the person on the other end could sue Joe and Bandit for harassment. So I called. The guy who answered the phone was Ryan's brother, Gregory, and, as it turns out, he'd given the bike to his brother a few years back. Ryan was out of town, but Gregory filled me in on all the stats on the bike, and shared some great riding stories. He was going to try to get ahold of his brother, 'cause he'd be really bummed if he didn't get to talk to me about his pride and joy. Unfortunately, his work schedule turned out to be too busy. Ryan is an actor who was on location in New York.

Gregory said that Ryan taped a picture of the bike he wanted to build to the refrigerator and worked his ass off to earn the money to accomplish the task. Gregory, who had built a number of projects over the years with his brother's help, gave Ryan his FXR. (No, Jerry Lee, you're not getting my chopper). Ryan then took apart every single nut and bolt. He completely disassembled the bike and rebuilt it to his idea of the perfect ride.

He fabricated the rear struts from a solid piece and recessed turn signals into the end of them. He replaced the cases with STDs, and tore through the engine leaving no stock nut unturned. He had Le Pera make a seat frame to fit his bike and took it to a bootmaker he trusted to have the cover made from stingray (the fish). The paint was specially mixed to match a '73 Mustang he built, and the four-leaf clovers on the sides are silver foil.

The brothers are currently working on a short film project. Considering the tale that Gregory told me about he and Ryan riding out of Michigan in the snow, into Midwestern rain and sub-zero weather with no money or sleeping bags, I'd say they have all the experience they need for a great biker epic. They could call it, "A ride that won't be described on the Fox Hunt page."

—Flynch

Photos: owner

Robert "Big Pete" Peters
Paducah, Kentucky
1976 FLH

Maybe I obsess too much. They tell me roughly 5,859,727 people read this rag, so that's a fair cross section of the world. I mean, you must be reading it, right? It's not like you put it in the pile of books in the wicker basket next to the commode so that your company will be impressed that you read John Steinbeck's *Cannery Row*, *The Work Horse Handbook* by Lynn Miller, and *Easyriders*. The preacher wouldn't understand, your sorority sisters wouldn't get it, and that feminazi high school English teacher who said you had no creative writing talent wouldn't have a clue. (Your mother understands, but then that's what mothers do.)

But on my ride home today I was thinking about when people actually read *Easyriders*. I always like to read on Friday night at the end of the work week—kinda like a primer for yet another wild weekend. But I was wondering, are there lawyers telling their secretaries to hold the calls, as they prop their feet up on the desk and engulf themselves in Rip's Run? Are there barmaids with sore feet, smelling of cigarettes and draft beer, who check their mail at 3 in the morning to find the new issue, as they toss aside the ripped pieces of beer bottle doilies with barely legible phone numbers and tear into issue 297 in search of yet another glimpse of model-boy Scott?

I guess it's not important, and no, I didn't ask Robert "Big Pete" Peters when he reads *ER*. (With a nickname like Big Pete, I really didn't want to know.) But Big Pete does own a bike shop in Paducah, Kentucky, named Big Pete's Cycle, oddly enough. And this is Big Pete's Shovelhead, which he informed me doesn't look like this now. The fact is, he changes it so often that keeping up with it would be a monthly segment. Pete bought the bike 18 years ago from a friend who was going through a divorce. Pete felt a certain closeness to this Shovelhead—he took his first Harley ride on it years ago.

In its present stage, it is pearl over black and silver, with a mildly modified 74-inch H-D engine. (It now has a 93-inch S&S engine.) It features Sumax/Big Pete custom fenders. Big Pete fabricates his own wiring harness from scratch and designs all the bikes that come out of his shop.

Big Pete's shop has been going strong for just over six years now. He offers engine and tranny rebuilds, as well as full service facilities. But as yet I don't know when the busy man finds time to consume these pages. The mystery continues.

—*Flynch* →

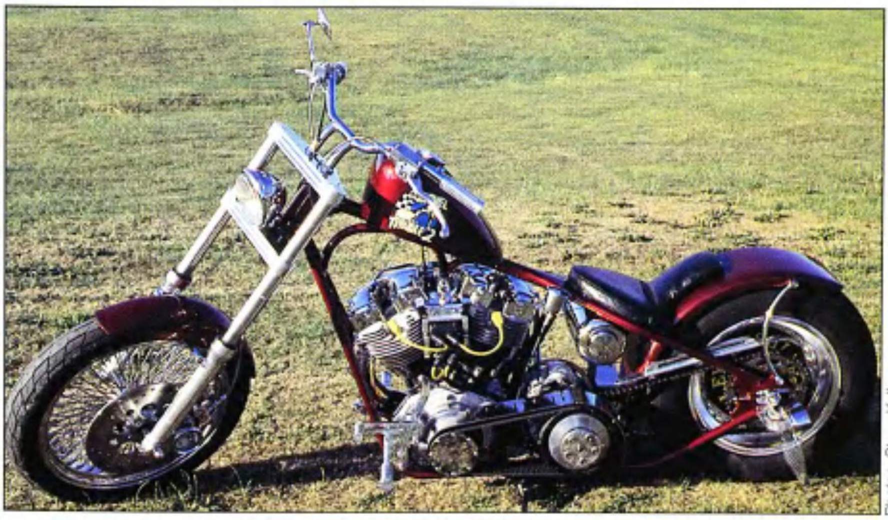
READERS' RIDES

Phil Piper
Leicester, England
Rigid Shovelhead

"The moment I set my eyes on this bike, I fell in love with it. It sits so perfectly, just begging to be ridden," Phil said. As the name "Shovel Trouble Two" suggests, this is the second Shovel chopper that Phil Piper has built. This one took a little over five months to complete.

At its heart beats an S&S 88-cubic-inch Sidewinder motor, with Dell 'Orto twin throat carburetors. This combination powers it along effortlessly. Phil told me the bike has "never broken down, and it's damn fast." The one-off custom frame exudes craftsmanship and style, while the one-off 80-spoke front wheel is a joy to cast your eyes on. It's not just me that thinks this bike is the business, either. Everywhere it goes, it picks up prizes. However, Phil went to great lengths to stress that he builds his bikes to ride, and not to show.

—Steve Kelly



Photos: Steve Kelly

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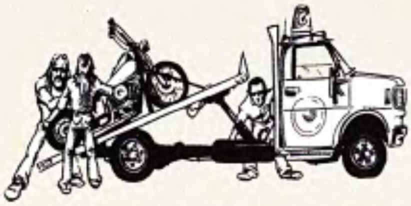
SHIT HAPPENS!

I have a 1996 Road King and I recently installed 80-spoke Hallcraft wheels, a Corbin seat, and for some added juice, the new Mikuni PAT setup. A three-day ride up the coast landed in my lap, and I was hot to hit the road. The bike was running like a top and glistening from end to end.

Day one took us up the coast. The weather was fine and life on the road couldn't have been better.On day two we rolled into the desert. I was out in front, feeling the heat of the land turn my skin a dark tan, while we passed a constant line of iron cages. The bike was running like a bat outta hell when it first coughed. It blinked, I cringed, then it kept going. I had plenty of gas so I wasn't approaching reserve. I relaxed and the wind felt good whipping through my hair, then it coughed again, sputtered and died.

There I was sitting alongside the smoldering desert highway with four guys snarlin' at me. Man, it was hot as pancakes on a griddle. We had heard about petcock problems on these new models, but rumors weren't helping in the desert, miles from even a cold beer.

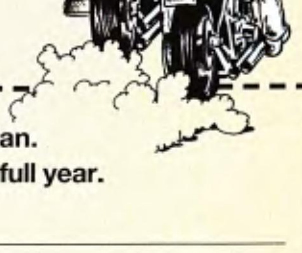
A few hundred feet ahead was a call box, so I pulled out my



Bros Club card and made a call. I didn't know what to expect, but they hit me with a good attitude and told me to hang for, someone would be out shortly. Just 45 minutes later a flatbed arrived and we loaded the King for the trip to *Easyriders* of Fresno. The petcock was replaced and within two hours I was back on the road.

It's a dream to call a service that doesn't give you shit about being a biker.

Ride Forever,
Snarlin' Jack
Pacoima, Calif.



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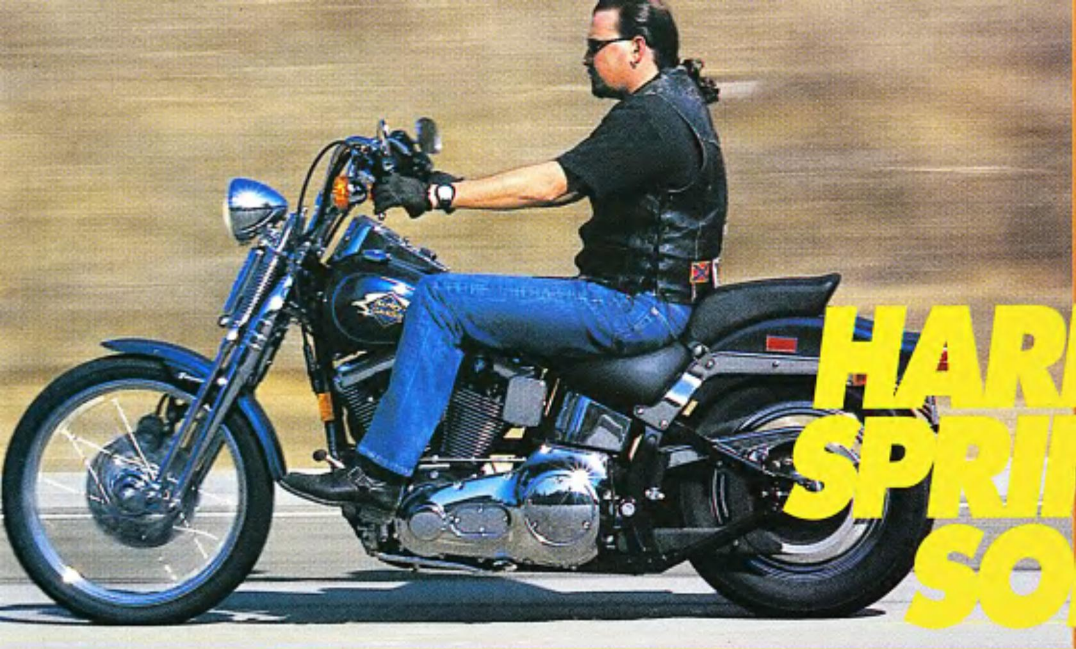


Snake, a Test Bike, and the Jerry Spring-O-Rama

HARLEY'S SPRINGER SOFTAIL

As usual, my scooter is back in the shop, gettin' new things tweaked and poked. The horsepower's bein' teased and played with, and she's seducing bike shops with the promise of fame and (mis)fortune. My ride is gettin' more action than I am! Whatdafuck's up with that! Well, since my Valdeez (not to be confused with Rock 'n' Roll Roy's infamous Valdez) is still gettin' some major life put back in her, I decided to con Snake outta the new Softail from Harley that had been gracin' our garage for the last week. He's been so busy "interviewing" all of these different types of bikers, it

shouldn't be too hard to get the keys from him.

"Hey Snake, them RUBs ya talked to last time said you're too much of a pussy to even ride with them!" Like takin' candy from a baby. "What? Hold the keys to the tester? Sure, brother, no big deal." See ya, big boy!

This wasn't just *any* Softail, but the Springer Softail. Ya know, the front is cool-lookin' and functional, but what's up with these bars? OK, maybe it's 'cause I like the bars to the stars look. There ain't nothin'

like a righteous set of apes. Maybe it's because I sit too straight up and down like a bad episode of the ancient *CHiPs* TV show. Whatever it is, these things have got to go! Then there's the "sound" problem. I dunno about other states, but in Gestapofornia, with all the emissions regulations, these things sound like lawn-mowing Volkswagens with PMS! You know, moody, angry, temperamental and cold! Goddamn safety-nazis. That's my opinion, and you're welcome for it! Anyway, we'll save all that shit for Solari and another time.

Well, what exactly can I say about *this* Springer, as opposed to, oh let's say, *Jerry* Springer. Speakin' of Jerry, what the hell's with all the shoe throwin' on that show? Some of them things should be considered deadly weapons! My absolute favorites are the ol' "Get the hell away from my man" shows. "Yeah Jerry, he beats me, cheats on me, and has slept with my cousin, sister, mother, and both our dogs. I'm pregnant with our fifteenth kid, *but I luuuve heeem*!" Say what? Oh, yeah, sorry.

The FXSTS has the classic Springer front end—again, what about the "I want her to quit her sexy job" shows? Wake up nipplehead! She was a friggin' dancer, escort, prostitute, "masseuse" when ya met her. In fact, that's *how* ya met her! It ain't gonna change. Give me a fuckin' break! Ahem ... combined with the Softail frame, it makes this a fairly smooth-ridin' bike. The foot and handlebar controls are easily accessible, and the rider's seat is wide in all the right places.

Now I know the more fanatical readers are, at this very moment, tryin' to find the correlation between the FXSTS Springer Softail and Jerry Springer. Ya are, aren't ya! Well knock it the hell off! There ain't no friggin' correlation. This is a stock bike, and I'm tryin' to

keep yer attention. OK, so I watch too much late-night television, and I have no life. So what? At least I ain't workin' some dead-end job, with no hope of ever seein' the light of day, grinding my fingers to the bone, hearin' voices in my head ... huh? Am I doin' it again? Oh, sorry.

Hey, Snake's back! Damn, he looks pretty pissed. All right, so why don't ya check out your local dealer for all the info you can handle on this, or any of the new models. Well, gotta go. Hey, Bomber, if Jerry returns my calls—all 50 of 'em—tell him I'll be back soon ... hopefully in one piece for next month's test bike. Right, Snake?

—Oil Can

Manufacturer: Harley-Davidson
City: Duh!
Make/Model: 1998 FXSTS Springer Softail

General
Fabrication: Harley-Davidson
Value: $14,765-up

Dimensions
Length: 92.52 inches
Seat height: 26.12 inches
Ground clearance: 5.59 inches
Wheelbase: 64.41 inches
Oil capacity: 3 quarts
Dry weight: 625 pounds

Mileage
City: 43 mpg
Highway: 55 mpg

Braking at 60mph
Light load (200 lbs.): 160 feet
Maximum load: 170 feet

Suspension Travel
Front: 5.6 inches
Rear: 4 inches

Lean Angle
Right: 31 degrees
Left: 32 degrees

Wheels

Front
Type: laced
Size: 21-inch
Tire: Dunlop
Brake (diameter x width): 11.5x.20

Rear
Type: laced
Size: 16-inch
Tire: Dunlop
Brake (diameter x width): 11.5x.23

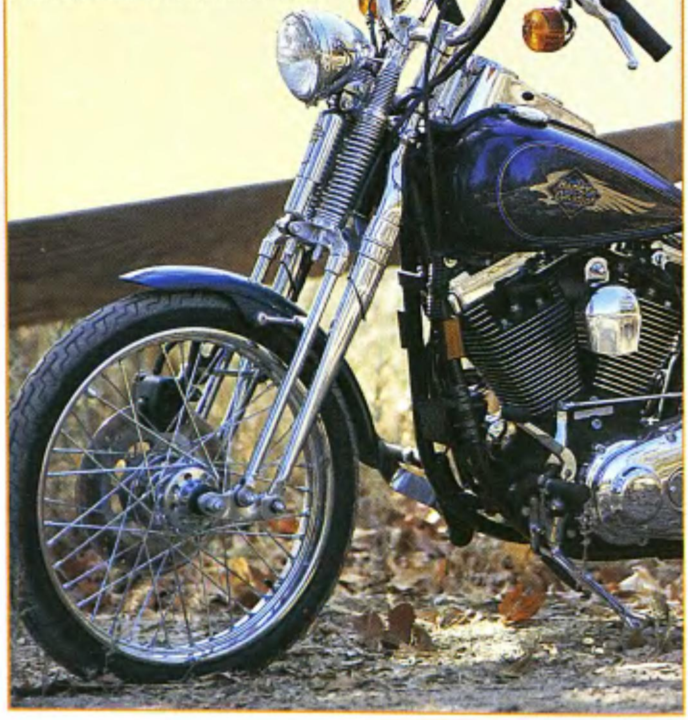
Engine
Year/model: 1998 Evolution
Displacement: 1340cc.
Ignition: barrel keyed
Exhaust: staggered dual shorties
Air cleaner: 8-inch round chrome with spun aluminum insert
Modifications: black and chrome trim

Frame
Builder: H-D
Type: tubular, mild steel
Rake: 32 degrees

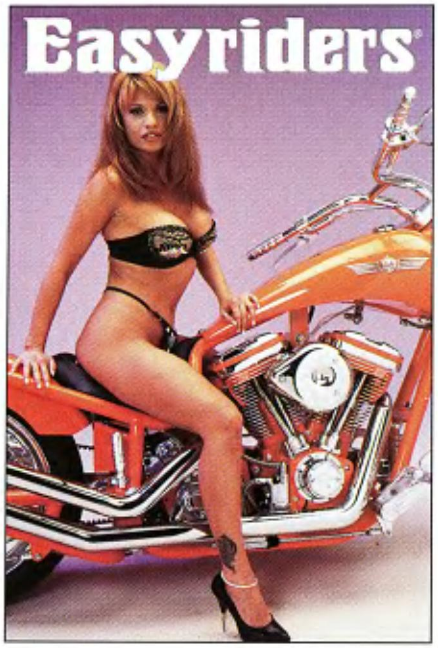
Forks
Type: chrome springer
Builder: H-D

Accessories/Instrumentation
Bars: buckhorn
Fenders: bobtail rear with chromed struts
Headlight: quartz halogen, 55-watt low, 60-watt high beam
Taillight: 3/32 cp
Speedo: electronic with odometer and resettable trip meter
Foot controls: forward
Electrics: 12-volt
Gas tank: stock 4.2-gallon
Oil tank: chrome horseshoe
Seat: custom Pillow-soft
Colors: Vivid Black, Patriot Red Pearl, States Blue Pearl, Violet Pearl, Two-Tone Victory Sunglo/Platinum Silver, Two-Tone Platinum Silver/Black

Photos: Doug Mazell



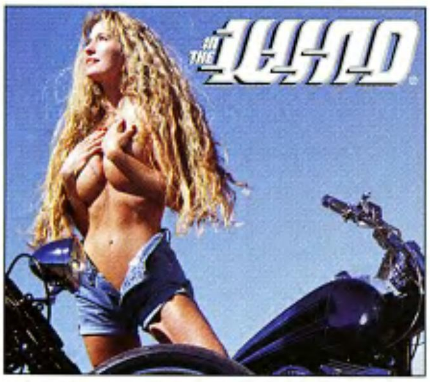
COMING AT YA



April?! How the hell can it be April when it's not even Christmas yet? Well, here in the world of living three and a half months in advance it's April, and even though there's snow covering half of the country, and it's so damn cold in California that Loudmouth is wearing a Weasel- orange knit cap, it's April in here, dammit. So, let the riding season begin! And what better way to start the season than with our annual Buyer's Guide, a cornucopia of premier products for your sled. Yep, back to Christmas again. I can't help it. Nancy just put a pine-scented air freshener in my office. Back to April ... we revisit last year's Love Ride (13) and give you the lowdown on this year's event in ... yep, you guessed it ... April. Natch, we've got the baddest bikes on the boulevard, including Roger Bourget's Low Blow chopper, Barry Cooney's rigid Evo, and Emma Lujan's hot rod FXR. And, of course, no issue would be complete without Oil Can's commentary on Pat Boone's latest cra—, er, CD. Well, Renegade is unwrapping the latest Fox underneath the tree ... it must be April.

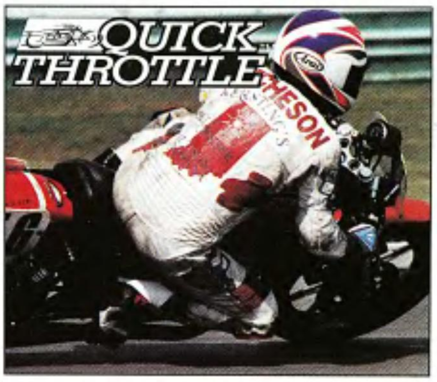
On sale February 24

The **February** issue is gonna be a helluva fun one. We partied our asses off at the Hombres MC's Clam Run in Bremerton, Washington, and you can check all the gory details. "Sweet Hog of Mine" is a new section we're starting, showing off some of our readers' bikes. These are the ridden-every-day rides that deserve a pic or two in the rag. 'Course, there are our usual unusual items, and ya never know when we're gonna sneak in a zinger that makes ya sit up and say, "Shit!" *On sale now*

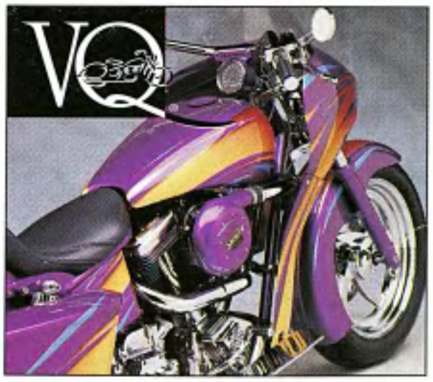


The biggest bash of the summer played out in Sturgis, S.D., with the 57th running of the Rally & Races. The Classic gets full play in the **March** issue with our intrepid band of lensmen and scribes reporting on the frolicking action. From Main Street to the new hot spots of Wyoming, we've got ya covered. We've also *uncovered* the Fox of The Year, Ms. *Easyriders* '97, Lisa Merrill, in a spectacular outdoor setting. Don't tank. Don't flake.

On sale now



The **March** issue of *Quick Throttle* brings you the fastest, most powerful, methane-burning, high-performance monsters on the planet, from Kenny Boyce's '97 Pro Streeter, to Dwight Schmitker's down 'n' dirty Pro Stock custom. We'll supply you speed junkies with pulsating racing action from Elkhart Lake to the East Coast Nationals. Plus, we've stockpiled this baby with plenty of tech information, from wiring tips to Jesse James' stage three hop-up. *On sale now*



VQ No. 19, springs into **April** with a collection of customs and classics sure to inspire you for the riding season. From Mal Ross' wheelbarrow yellow FXR, to Mike Lisandro's extreme Softail, to Mark Shadley's luxury liner, we'll have ya drooling and dreaming. For you antique freaks, *Early-Riders* offers a pristine 1936 Knucklehead and two tantalizing Indian Chiefs. Our hangout this month is Sturgis' (and beyond) *Broken Spoke Saloon*, and we'll take you inside American Wire Wheel. Don't miss it. *On sale January 27*

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Drag Specialties C2
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Edelbrock 109
Excelsior Henderson 40
Fight 29
Foreign Agencies 116
Freedom Road 104
GMA 131
General Store 122-128
Harley Davidson/ Parts 18
Harley Davidson Motor 38-39
Hupy & Associates 35
I.C.S 27
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MMI 17
Nempco 23
Nostalgia-Cycle 33
Performance Machine 119
Pure Steel Custom Cycles 67
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Sifton 117
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Titan M/C of America 75
USA Twins, Inc. 114
Web Site 28

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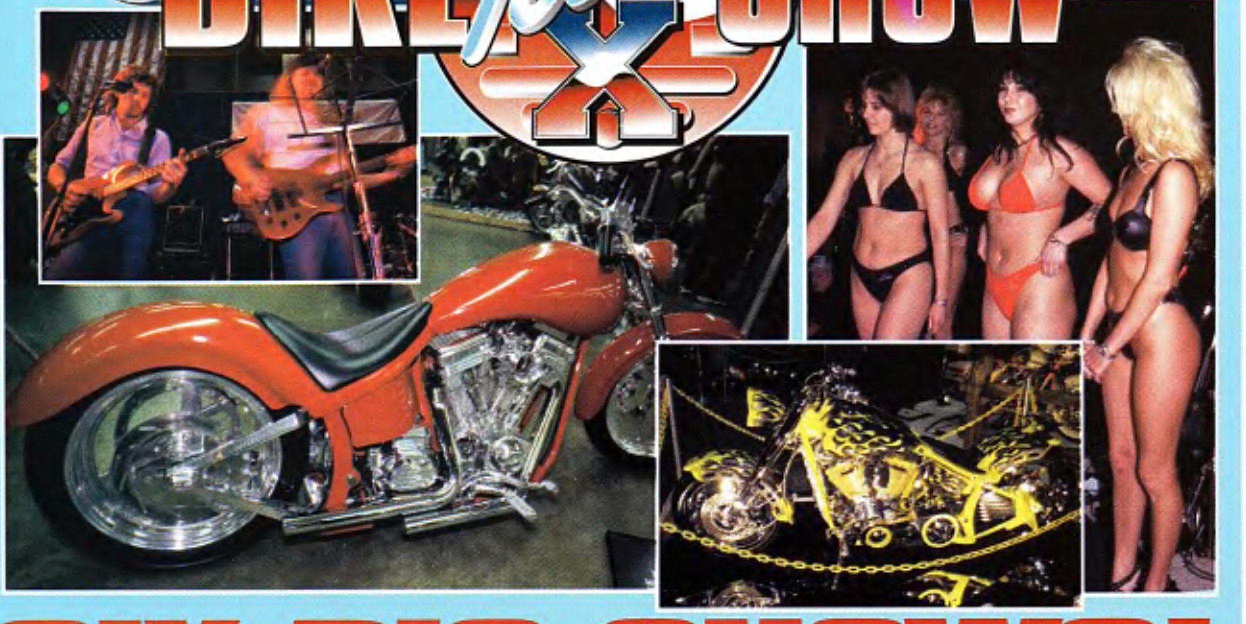

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